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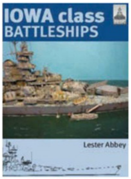
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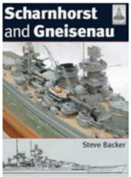
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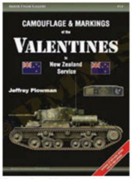
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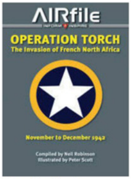
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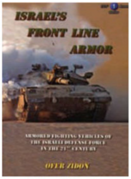
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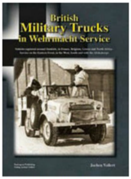
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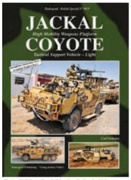
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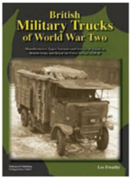
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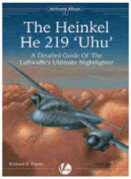
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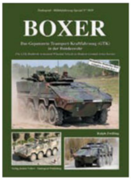

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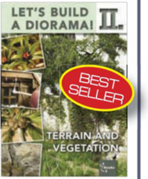
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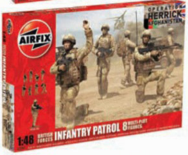
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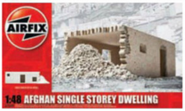

AIRFIX LAUNCHES OPERATION HERRICK AFGHANISTAN RANGE

Airfix has announced the launch of its long awaited Operation Herrick Afghanistan Airfix range. Available from late September, the models in this range represent some of the key modern day vehicles and troops that have now served for over a decade in Afghanistan. All products are scaled to 1:48, meaning all the equipment and built replicas can be modelled together.

Featuring in the Operation Herrick Afghanistan Airfix collection is the Westland Lynx AH.7, one of the world's most manoeuvrable helicopters, which is today used by the British army as a light reconnaissance and scout helicopter with additional offensive capabilities. Also included are a duo of modified Land Rovers, including the Snatch, an up-armoured version of the Land Rover 110 suitable for armoured patrols in potentially hostile environments, and the Land Rover WMIK (Weapons Mounted Installation Kit), the British Army's heavily armed patrol combat vehicle that continues to serve as an effective Special Forces and reconnaissance vehicle.

Completing the set are a selection of fully armoured land-based and air support troops, providing enthusiasts with the ability to build themselves a full scale replica of army life in Afghanistan.

This range was launched exclusively with Model Zone on 22nd September, and was released globally from 24th September.

Darrell Burge, Airfix marketing manager, commented: "We've wanted to offer some modern UK military hardware to our modelling fan base since the brand came under the ownership of Hornby. With the war in Afghanistan now into its second decade, we decided that it was time to recognise the scale of British efforts and produce a range of models that represent the modern equipment being used by our forces today. The products in this range make the idea collector's item for any model enthusiast, or military man wanting to recreate key scenes from his life in Afghanistan."

Thanks to Airfix for the information and images ***www.airfix.com***

iwata HP-M1 JAPAN KC
iwata HP-M2 JAPAN KC

Introducing the new Iwata Revolution M-Series Airbrushes

The Iwata Revolution M Series features a single-action style trigger for simple operation. It is gravity-fed and features internal-mix.

The M Series airbrushes are perfect for airbrush cosmetics, body art, crafts, hobbies, models and other general applications.

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- Stubby handle design
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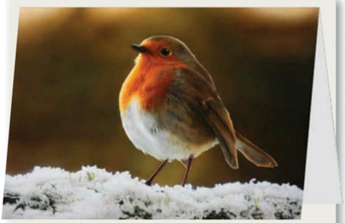

2012 Alexander Medwell of The Airbrush Company (airbrush painting), based on reference image with kind permission, Nick Cantle (original reference photograph)

ROBIN IN SNOW: 100% PROFIT GOES TO CANCER RESEARCH UK

This year's Airbrush Company airbrushed Christmas card design is 'Robin in Snow' reproduced as a high-quality lithographically printed A6 card with glossy finish.

In partnership together, The Airbrush Company and FaceMediaGroup donate 100% of profits of these airbrush design Christmas cards to Cancer Research UK. Cancer Research UK have saved millions of lives by discovering new ways to prevent, diagnose and treat cancer.
For more information on Alex's Christmas card, visit the Airbrush Company's Charity Christmas card page
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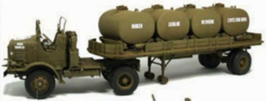

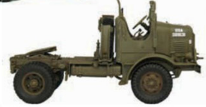

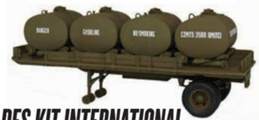

DES KIT INTERNATIONAL PRIME MOVER AND SEMI-TRAILER

Des Kit from France has just released two new 1:35 scale resin models:

- Tractor 4x2 International M426: reference 35128
- Semi-trailer w/ 4 fuel tanks - 10 ton gross: reference 35129

More images and ordering information is available on Des Kit's website
http://deskit.online.fr

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NEW for 2012

1:48 Scale

Operation Herrick is the codename under which all British operations in the war in Afghanistan have been conducted since 2002. It consists of the British contribution to the NATO-led International Security Assistance Force (ISAF) and support of the US-led Operation Enduring Freedom (OEF). Since 2003, Operation Herrick has increased in size and breadth to match ISAF's growing geographical intervention in Afghanistan.

All these fantastic Gift Sets come with the accompanying paints, brushes and glue.

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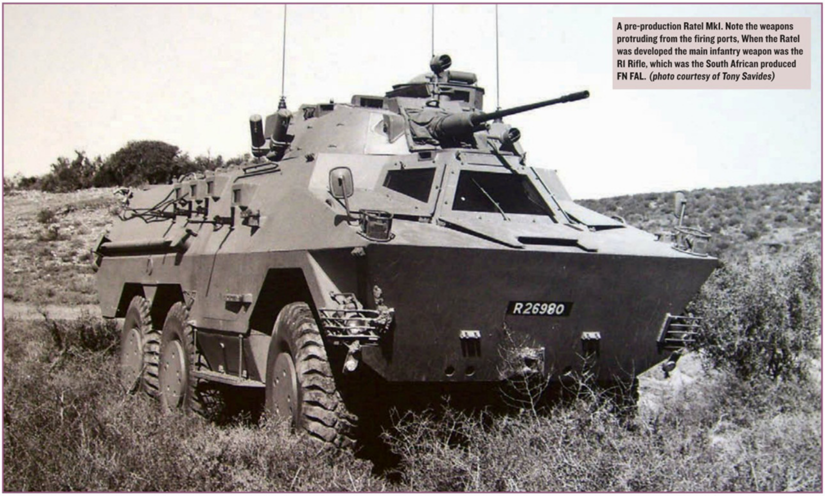


A pre-production Ratel MkI. Note the weapons protruding from the firing ports, When the Ratel was developed the main infantry weapon was the RI Rifle, which was the South African produced FN FAL. *(photo courtesy of Tony Savides)*

THE RATEL INFANTRY COMBAT VEHICLE

Stuart Ransley describes the development and variants of the South African Ratel Infantry Combat Vehicle (ICV).

The Ratel Infantry Combat Vehicle (ICV) was designed to meet the requirements of the South African Army. It is equipped with wheels rather than tracks for mobility and reliability over long distances though the African bush. The Ratel replaced the British-supplied Saracen 6x6 armoured personnel carrier as the Mechanised Infantry's main means of transport and has seen service in operations in Angola and Namibia. The Ratel is well liked by those who use it and has demonstrated time and again that, like its name sake, it can stand up to anything that it comes across.

HISTORY

Design work began on a replacement for the Alvis Saracen APC in 1969, which was then the main Armoured Personnel Carrier used by the South African Defence Force. Due to International Sanctions against the then South African Government spare parts had started to become a problem. Also, tactical considerations brought about the design and production of an APC that would better suit conditions faced by the SADF.

Vast distances and variation in terrain, poor to non-existent road systems and the land mine threat were all considerations that were taken into account in the new design.

The initial prototype was completed in 1974. After evaluation, three pre-production vehicles were completed and final trials began in 1975. Production commenced in 1976 at the Sandock-Austral Beperk Limited works at Boksburg in the Transvaal. The new vehicle was named the Ratel, after the small but ferocious Honey Badger that is capable of absorbing a great deal of punishment and still continue fighting.

The Ratel Mk.1 entered service in 1977. The vehicle was first deployed in the then operational area of SWA (Namibia) and saw action in an attack on a SWAPO base inside Angola in March 1978.

The Ratel was upgraded over the subsequent decade to the Mk.2, which entered service in 1979 and then to Mk.3, which commenced in 1985 and included the following modifications:

- Improved cooling system
- Improved cross country protection
- Automatic cocking system for the 20 mm G12 cannon built by Denel Land Systems
- Smaller functional modifications to the vehicle

All vehicles were eventually brought up to the Mk.3 standard. The Ratel is now showing its age. For example it has a manually traversed turret where all current ICVs have power operated turrets. Spares are apparently a problem as well, so the Ratel is now due to be replaced after more than 30 years' service.

DESCRIPTION

The Ratel has an armoured hull that is designed to provide protection against land mines, armour piercing projectiles up to 12.7mm from the front and all round from small arms fire (7.62mm) and artillery shrapnel.

The driver is seated centrally in the hull in front of the turret and has excellent vision through three armoured glass windows. These windows have pop up armoured shields that add further protection to the armoured glass when needed.

The turret may differ depending on the variant, but it is generally accepted that the gunner occupies the right hand seat and the commander the left hand seat of the turret.

The main fighting compartment is situated to the rear of the turret and can accommodate an infantry section of six to eight men. Depending on the variant, it is fitted with between 4 and 6 vision and firing ports to allow the infantry section to use their weapons from within the vehicle. Access to this compartment is through two pneumatically operated doors, one on either side of the vehicle, and four hatches in the roof. There is also an access hatch at the rear of the vehicle. This is connected to the infantry compartment via a passage that runs beside the engine compartment. Above the rear access hatch is another hatch which is fitted with a mounting for a 7.62mm anti-aircraft machine gun.

The engine compartment is situated in the left rear of the hull with access through the top hull hatches.

The Ratel is fitted with both VHF and HF radios with EW secure and frequency hopping capabilities. Internally, the communications between the crew are via the intercom. The vehicle also has an audio-speaker in the infantry compartment.

MOBILITY

The Ratel is powered by a Bussing D 3256 BTXF six-cylinder direct injection turbocharged diesel that is coupled to a fully automatic power shift gearbox with a hydrodynamic torque converter. The gearbox can also be operated manually and has a mechanical emergency gearshift. Power is transmitted to the three axles in two stages with final reduction by means of planetary gearing housed in the wheel hubs. The three axles are provided with their own lockable differential and longitudinal differential locks. The driver may select 2x4, 4x4, 4x6 or 6x6 depending on the terrain and road conditions.

The suspension fitted to the Ratel consists of progressively acting coil springs and large hydraulic shock-absorbers. This gives the Ratel a top road speed of 105 kph and a maximum road range of 1000 km. The engine may be removed from the vehicle by two men with a crane in less than 30 minutes. Quick disconnect couplings and connectors are provided in all power, hydraulic, electric and pneumatic circuits.

The variants of the Ratel include:

Ratel Command **-** This command variant of the Ratel has a crew of nine: the vehicle commander, driver, main gunner and six command post personnel. It is used in the Company and Battalion Headquarters of Mechanised Infantry Battalions. The turret is armed with a 12.7 mm L4 machine gun. The Ratel Command only has two seats in the normal crew compartment with map boards in front of them. It has four radios and an electronic "DET" System (Data Encoded Transmissions). This system consists of a keyboard with an LCD Screen and a small printer that looks like a till slip thermal printer.

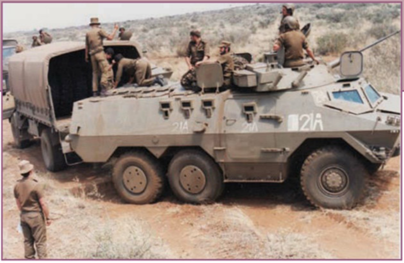
Ratel 20 **-** This is the main infantry carrying variant of the Ratel family. It is fitted with a two-man turret armed with a 20 mm F2 cannon (M693), and a 7.62 mm machine gun mounted coaxially to the left, and a similar weapon can be fitted on the turret roof for anti-aircraft defence. A 7.62 mm machine gun may be mounted at the rear of the hull to provide Anti-Aircraft defence. (These have been removed on Mk.3 Ratels.) Originally the Ratel 20 had a crew of 11 but currently this has been reduced to a 10 man crew - driver, gunner, commander/section leader, 4 riflemen, one armed with an MGL (40mm Multiple six shot grenade launcher) section 2IC, LMG Gunner and LMG Loader.

Turret traverse and weapon elevation are manual. The weapons have an elevation of +38° and a depression of -8°. The 20 mm cannon fires armour-piercing (effective range 1,000 m), high-explosive (effective range 2,000 m) and practice (effective range 1,000 m) projectiles.

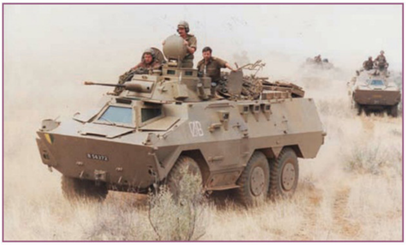
Ratel 60 **-** This variant of the Ratel family is used in the Platoon Headquarters of the Mechanised Infantry Companies. It has a crew of 7 consisting of a Commander, Driver, Gunner/Signaller, Ops Medic and 2 man 60mm Patrol Mortar Crew. It is fitted with a two-man turret armed with a 60 mm M2 mortar and 7.62 mm coaxial gun. The 60 mm mortar is breech loaded and is capable of firing HE, smoke and illuminating bombs to a maximum range of 1,500 m. It can also fire a canister round for taking out snipers in trees/bush

Ratel 90 **-** This variant of the Ratel family is used for Fire Support. It was used in the Anti-Tank platoons and replaced the Eland Armoured Car in the Armoured Car Squadrons. The vehicle is fitted with the turret and 90mm gun from the Eland 90 Armoured Car. The Ratel 90 was designed in response

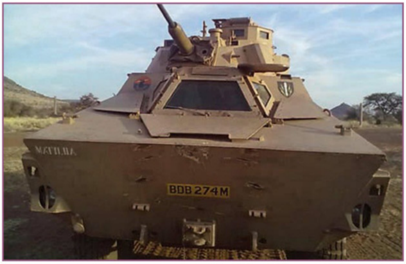
▶



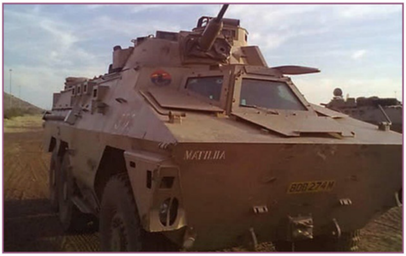
A Ratel Mk.I being resupplied from a truck. Note the faded dusty appearance and the lack of external stowage. Moving through the thick African bush tended to remove external fittings. ***(photo courtesy of William Marshall)***



A Ratel Mk.2 on exercise. Note the headlights now have more protection from being damaged by the bush. At the rear of the vehicle is the elaborate mounting for the 7.62 mm Browning AA machine gun. ***(photo courtesy of William Marshall)***

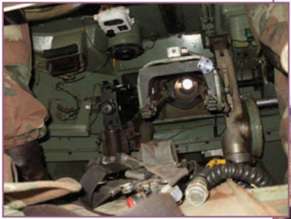


A front view of a Ratel Mk.3. This vehicle originally belonged to Charlie Company, 61 Mechanised Battalion Grp. To the left of the driver's postion is the 61 Mech emblem of black shield with bayonet and lightning bolts. To the right of the driver's position is the Charlie Company emblem. Note the damage to the paintwork on the front of the vehicle and the black on yellow number plate. Prior to 1988 these were white lettering on black background. ***(photo by Deon Kirsten)***

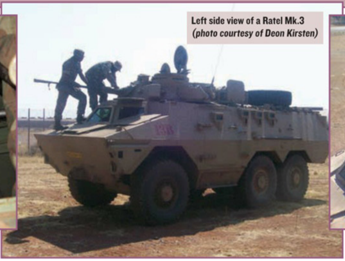


A front three quarter view of a Ratel Mk.3. Note the more extensive protection over the front headlights and the pop up armoured shields that cover the driver's position. ***(photo by Deon Kirsten)***

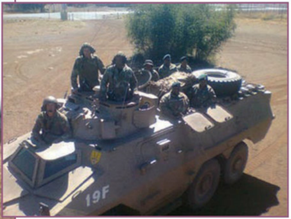
Think Tank - The Ratel Infantry Combat Vehicle



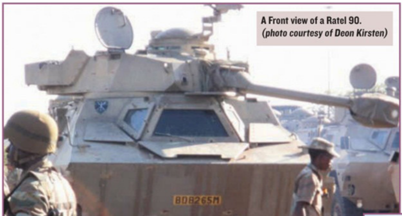
Inside the turret showing the mounting for the 20mm gun (the gun has been removed) and the co-ax MG. *(photo by Deon Kirsten)*



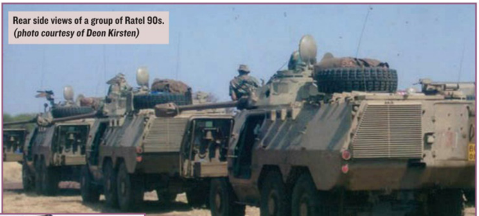
Left side view of a Ratel Mk.3 *(photo courtesy of Deon Kirsten)*



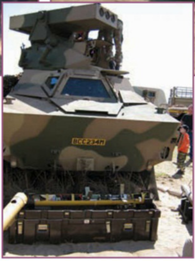
Top view of a Ratel Mk.3 Cmd. *(photo courtesy of Deon Kirsten)*



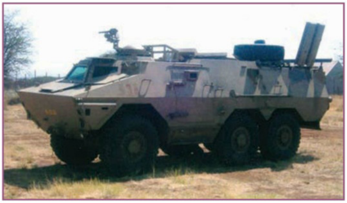
A Front view of a Ratel 90. *(photo courtesy of Deon Kirsten)*



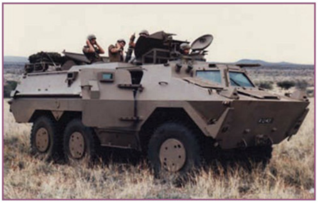
Rear side views of a group of Ratel 90s. *(photo courtesy of Deon Kirsten)*



A Ratel Mk.3 Cmd. Note the brush guard added to protect the smoke mortars on the turret. *(photo courtesy of Steyn Fourie)*



Left side view of a Ratel 81, 81mm mortar carrier. *(photo courtesy of Deon Kirsten)*



Right side view of a Ratel 81. Note the position of the smoke mortars. *(Photo courtesy of William Marshall)*

to the need for a vehicle capable of keeping up with the more mobile Ratels, which the smaller Eland armoured cars sometimes found difficult to do. It was first employed in the early 1980s in Southwest Africa (Namibia)

Ratel 81 **-** This variant of the Ratel is used for indirect fire support within the Mechanised Infantry Battalions of the South African Army. It is fitted with an 81mm Mortar and has a crew of 6. The mortar is mounted on a turntable, which may be traversed through a full 360°. It fires through a two-part circular roof hatch that opens front and rear. There are 150 rounds of 81 mm mortar ammunition carried.

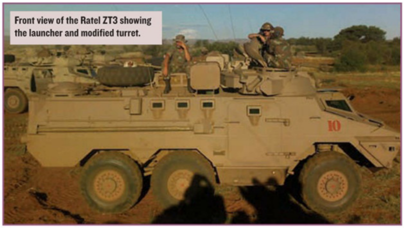
Ratel ZT3, Anti-Tank Missile Carrier **-** This variant of the Ratel family provides a long range anti armour capability to the Mechanised Infantry Battalions of the South African Army. It is one of the newest variants of the Ratel first being deployed in 1987-88. The vehicle has a modified turret designed to carry three ZT3 missiles with 12 spare missiles stored in the hull.

CONCLUSION

The Ratel has been an extremely successful design. It has been exported and is in use by a number of countries including Jordan and Morocco. The vehicle is well liked by those who use it, one Officer describing the looks on the faces of two civilians in a car as he passed them on a freeway whilst driving a Ratel at 105 kph while towing a 5.5 inch gun! After more than 30 years' service the Ratel is due to be replaced with a new 8x8 wheeled IFV under Project Hoefyster. This new vehicle is a modified Finnish Patria Armoured Modular Vehicle (AMV), and will be known as the Badger.

ACKNOWLEDGEMENTS

I would like to thank the following persons and organisations who assisted by providing information and photos for this article: William Marshall, Deon Kirsten, Steyn Fourie, Tony Savides, and the 61 Mech Battalion Group Veterans Association.



Front view of the Ratel ZT3 showing the launcher and modified turret.

SANDF CAMOUFLAGE COLOURS

The SANDF's camouflage legacy from WWII was a dark green colour called variously "Defence Green", "Olive Green" or "Dark Green", "Olive Drab" and even "Veldt Green. It was numbered as UDF No 8 Olive Drab. Most tanks, vehicles, support and echelon vehicles in the Union were painted in this colour. This colour was locally produced and called Olive Drab, matched to BSC 381C (1952) Colour No 298. A very close match can be found in Humbrol No 30.

A short period in the 1950s saw the introduction of a "Light Sand" colour, which was a "Light Beige" shade in which the newly purchased Centurion tanks arrived. In official documents it was labelled only as "Light Stone" BSC 381C (1952) Colour No 361. Vehicles used in the South West Africa military base at Walvis Bay were also painted in this colour. However in the late 1950s, the SANDF reverted back to the Olive Drab colour. This Olive Drab colour was referenced to the Munsell colour system as 10Y/3/2 and in the RGB range as 89/88/68.

On 2 December 1975, the SANDF then adopted a dark brown earth colour for all vehicles. This colour was called SADF "Dark Earth", "Defence Earth" and even "Nutria" after the new dark brown army uniform colour. The army, during this period, had just done away with the old Khaki uniform of WWII vintage and adopted a new dark earth colour for their uniforms. During this period the SA Bureau of Standards (SABS) issued their list of paint colours under the listing called SABS CKS 279 of 1971. This changed many of the names and numbers of the traditional British colours used up to now. The first colour series was PK01 to PK17, these being pastel colours; and the second series issued was D26 to D44, all being deep colours. These two ranges were in essence a selection of colours from the BS 1952 colour tables.

During the whole of the Angolan bush war, the paint colour used was "Dark Earth". Tanks, ICVs, artillery and softskined vehicles were all painted in this colour. This colour was referenced to the Munsell colour system as 10YR/4.5/2 and in the RGB range of 0/116/74.

During the early 1990s the SANDF adopted the three colour camouflage that we see on all A-vehicles today. The three paint colours are Dark Earth, Olive Drab and Buff. The Buff colour referenced out to the Munsell system as 2.5Y/6/2.

The idea of the camouflage system was that all vehicles would be painted in a single colour SADF "Dark Earth" and when operations were imminent, these vehicles would be put through a service and camouflage program and the other two colours would be added to the basic colour. This saved the SANDF a lot of money and effort over a number of years.

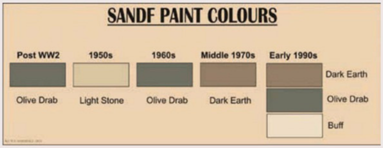
PAINT COLOURS SPECIFIC TO THE RATEL ICV

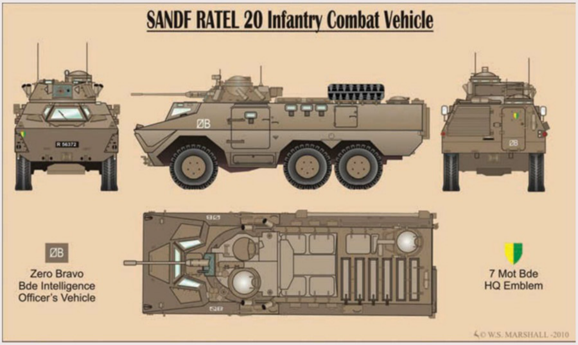
Most Ratel ICVs were painted in the Dark Earth colour with the interior in Vedigris Green. This interior colour has been referenced to the Munsell system as 5G/5.5/16.

Only a handful of 32 Battalion RATEL Anti Tank 90mm Fire Support vehicles and the later ZT-3 Anti Tank Missile vehicles were camouflaged in the SADF three colour scheme. The best and closest suggested paint colour to use to replicate this colour can be found in the Humbrol range of paint colours. Colour No 29 Dark Earth is virtually an identical match to newly painted SADF Dark Earth.

To replicate a weathered finish some scale effect will have to be applied. Different suppliers of the SADF Dark Earth paint to the SANDF had an effect of a large number of differently faded colours ranging from a mustard brown colour to a dull pink colour. This gives the modeller a bit scope for artistic license, and modellers should not be too concerned about an inaccurate faded colour finish. If it is slightly off the newly applied Humbrol 29 you can be assured that some weathering of that colour could have been seen on a used SADF vehicle. ■

William Marshall





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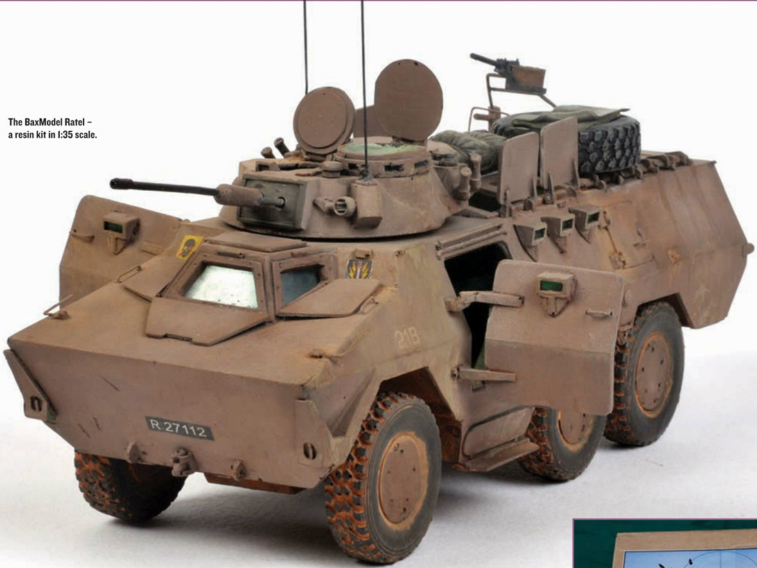


The BaxModel Ratel – a resin kit in 1:35 scale.

BUILDING THE RATEL IN 1:35 SCALE

Stuart Ransley builds the resin 1:35 scale Ratel 20 kit from BaxModel.

I have always had an interest in the unique armoured vehicle designs that have come out of South Africa and Rhodesia (now Zimbabwe) and for years had searched for kits of these vehicles but to no avail until now.

I discovered BaxMod Models of South Africa recently while researching another article for Model Military International so I ordered one of their Ratel kits in 1:35 scale, paid via Paypal and two weeks later a sturdy box arrived in the mail.

Upon opening the box I found the following: the upper and lower hull halves, a plastic bag with all the smaller parts in it, a small etch brass fret, a small decal sheet and a CD. The CD contained the instructions for putting the kit together (a detailed, printed instruction sheet is now included) I had taken a look at the decal sheet and saw that the call sign 21B was provided for the kit so I started searching the internet for more information on the Ratel and which units it served with. I came across the web site for the 61 Mechanised Battalion Group Veterans Association, after several emails from the Association I decided that my Ratel would be done in the markings of the 61 Mechanised Battalion Group. I had the privilege of talking to several veterans who had served with this unit from the time it was raised until it was disbanded in 2005. In these conversations I found out that there was a 21B that served with 61 Mech Btn and I spoke to several former crewmen. 21B was part of No.2 Section, 1st Platoon of Bravo Company. In 1982, according to Anton Hattingh it was crewed by:

- Section Leader - Franz Bakkes
- Section 2IC - Bennie Eksteen
- Gunner - Anton Hattingh
- Driver - Eddie Heuer
- Riflemen - Kevin Willacott, Oosthuizen (Oupa), Solly Williams, Eddie Heuer.

My Ratel would be completed as Callsign 21 Bravo but from the 1987-88 period. I had found a number of photos of the vehicle but have not been able to obtain permission to use them for this article.

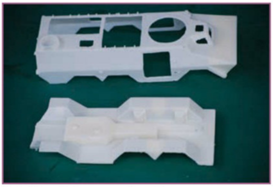
CONSTRUCTION

I began by laying out all the parts from the kit and started to clean the flash off all parts. This took me about 2 hours to complete.

After studying the instruction CD and my reference I began assembling the interior. It is only basic and could benefit with some extra detail. After a chat with Deon Kirsten and Steyn Fourie, (both have considerable experience with the RATEL) I began to add some extra detail.

The floor of the fighting compartment has a grill over it so I added this using a.m.r.i scale mesh. This was fixed in place with super glue. The seats were added to the crew compartment and driver's position. Once all this was complete, I went over the upper hull looking for any air bubbles or other blemishes.

The contents of the BaxModel Ratel are packed into a sturdy box.



The hull is provided as upper and lower halves.

Casting quality is generally good but there are some blemishes.

These were filled with Tamiya putty and sanded smooth.

I then gave the interior, lower, and upper hull a coat of Citadel Chaos Black sprays. I had mixed a light green to use on the interior but after a trial it appeared too bright so I checked my reference photos and after a quick chat with my good friend Andrew Judson I sprayed the interior using Tamiya XF-21 Sky.

After this was dry, I added a few drops of white to the sky and then used this as a highlight by spraying over the original coat working from the centre of each surface outwards. The seats and instrument panels were then painted. I set the whole thing aside to dry for 24 hours. I next added some paint chipping and scratches using Citadel Scorched Brown. A couple of oil leaks were added in the area directly underneath the turret using thinned Tamiya Black. I was told that dust would get into every nook inside the vehicle while on operations, so using Mig pigments I mixed 1 part Light Rust with 2 parts Europe Dust to simulate the red dust in southern Angola. A small amount of this was mixed with water then used as a pin wash on most of the lower interior details. After this was dry I used a soft brush to feather and blend the dust. Extra ammunition boxes and other stores were sourced from my spares box and painted. These were then fixed using super glue on the floor of the passage that runs to the rear access hatch.

UPPER HULL AND INTERIOR

The kit is designed to be built with all hatches open so as to display the interior. I didn't want to do this so I had to spend some time with my files and sanding sticks to get the engine access hatches to fit the openings in the upper hull. With this task completed, I then masked off all the remaining openings and using my airbrush I repeated the process for the lower hull on the upper interior. The driver's position has three armoured glass windows. Glazing for these is not provided in the kit so I used clear acetate from Evergreen. This was airbrushed with Tamiya X-25 Clear Green on the underside. The required shapes were then cut out and fixed in place on the upper hull. These were then masked off using low tack masking tape. The exterior of the upper hull was then airbrushed with Tamiya XF-52 Flat Earth, as this is a very close match to the "Nutria Brown" used on the actual vehicle.

HULL

Both halves of the hull were glued together and clamped using thick elastic bands. I then set the hull aside and began work on the wheels and transmission. All the parts were undercoated using Citadel Chaos Black. The instructions indicated that some 1 mm plastic rod was required for the suspension I had some 1mm brass rod so used this instead. 6 lengths were required so these were cut and set to one side. 3 lengths of 2 mm rod were required for the transmission shafts; these were cut and set aside also. The suspension, axels and transmission were all fixed to the lower hull. The brass and plastic parts were then undercoated with flat black using my airbrush. After undercoating, the wheels were then painted and set aside to dry.

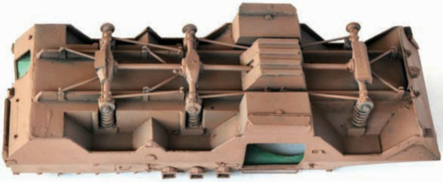
The hull underside was given a coat of Tamiya XF-52 Flat Earth using my airbrush. Grab handles were then added to the hull using thin brass wire. I gave the hull a second coat of Flat Earth to make sure everything was nice and even, then the hull was set aside to dry overnight.

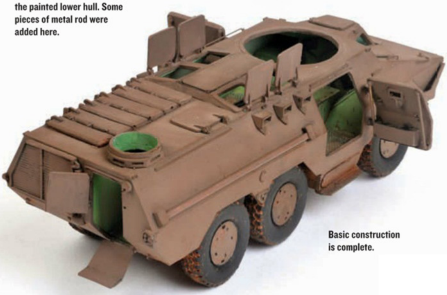
I used Tamiya Grit Effect Light Sand Texture paint to build up dirt and dust under the hull and wheel well. This was added in patches. After this was dry I used my earlier mix of MIG pigments, mixed with water and used thickly in the wheel wells. After this dried I used a large brush to even the effect out.

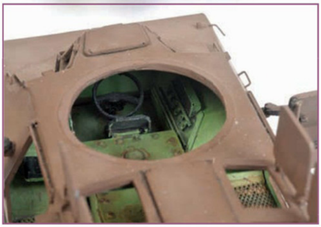
I next glued the wheels on and once dry continued with the application of my MIG pigment mix on the underside of the vehicle. All the hatches on the troop compartment were then added as well as the spare tyre. The Mk.2 Ratel had a rather elaborate mounting for an MG for AA Defence on the rear of the vehicle. This mount wasn't included with the kit so I scratch built it out of Evergreen styrene rod and added a Browning MG from the Academy MG set. The MG was painted with Gunze Burnt Iron and a black wash added over the top.

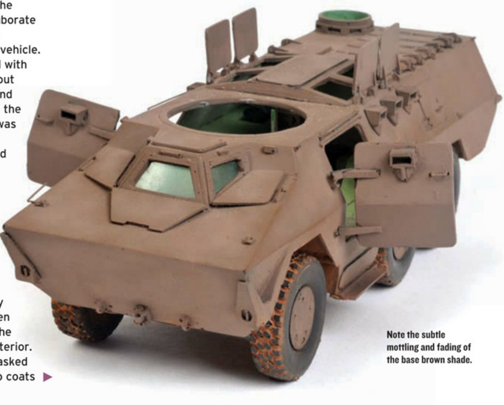
TURRET

The turret was assembled straight from the box although I scratch built the turret cage from styrene rod. The coax MG was replaced with one from the Academy set and the interior was then painted and weathered in the same manner as the hull interior. All hatch openings were masked and the turret received two coats ▶


The suspension complete on the painted lower hull. Some pieces of metal rod were added here.


Basic construction is complete.


Some basic interior detail is provided with the kit, but many additional parts were added due to the high level of exposure through the open hatches.


Note the subtle mottling and fading of the base brown shade.

of Tamyia XF-52 Flat Earth and was set aside to dry.

The turret hatches were then added as well as two radio aerials and the whole assembly was fixed to the hull.

WEATHERING

Now the fun could begin. I had all these new weathering techniques I wanted to try and this is where I had a major disaster happen, but more on that later.

I added the kit supplied decals, but the markings for 61 Mech, B company were not included with the kit so I made these up on my computer and printed them off on Testor's White Decal Paper. These were then sealed then added to the front of the vehicle.

The model then received a pin wash of MIG Productions Dark Brown wash.

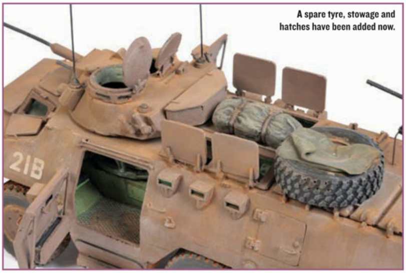
The Ratels took quite a beating through the African bush as well as effects from the weather so I wanted to make mine look as though it had been in the bush for some time. I began by fading the paintwork. I added a couple of drops of white to the Tamyia XF-52 Flat Earth (Tamyia Buff could also be used) and using my airbrush, working from the centre of each panel, fading the brown.

It was at this point I realized that I had forgotten to seal the paintwork and decals with a coat of Future floor polish. I didn't think it would be much of a problem, but how wrong I was!

I started to add some rain streaks and grime build up using AK Interactive's Africa Dust Effects, which began to look really good but I had gone over the call sign decals on the left side of the model a little too much so began to use the white spirit to reduce the effect. As I was doing this I noticed too late that the decal had begun to peel off. I tried to save it but the damage had been done! After much swearing and cursing I removed the damaged decal and set the model aside and left it overnight.

The next day I went rummaging through my spares box and found an old decal sheet that had 2 x white 21B decals on it so I used these instead. I removed the second call sign then used the two new decals and finished the rain steaks, this time a lot more carefully! I then went to work adding some paint chipping and scratches using Tamiya Buff and then Citadel Scorched Brown over the top.

Finally, the whole model was given a thick pin wash of the Red Brown MIG pigment mixed with water. Once this was dry it was evened out with a soft brush. I then gave the model a light dusting of the same red/brown pigment mix to finish off.

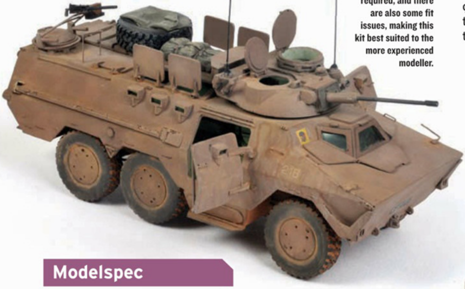

A spare tyre, stowage and hatches have been added now.

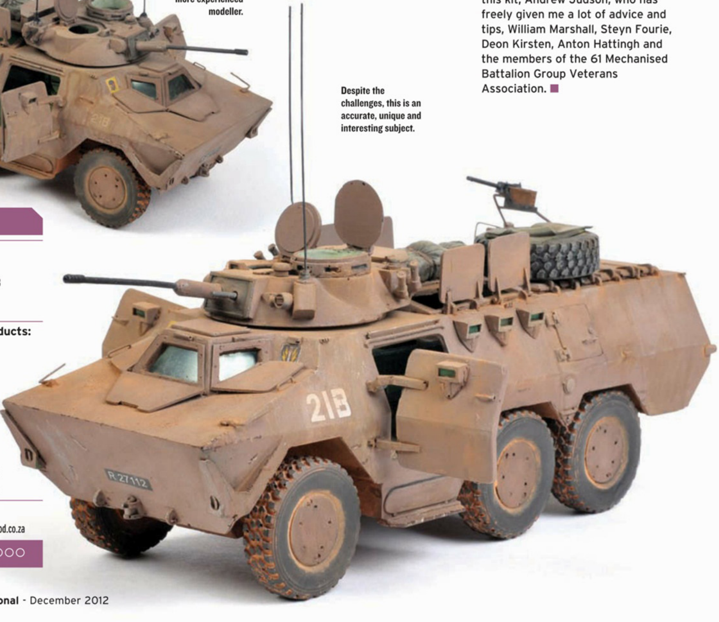
CONCLUSION

This was only the second resin kit I have ever attempted. It was a challenge compared to the usual injection moulded plastic kits I have built in the past but with care and patience it builds up to be an impressive model, I am quite pleased with the result.

It was a learning experience (never use white spirit over decals) and an enjoyable kit to put together. If you want something different to build try one of these kits from BaxMod.

I would like to finish by thanking a few people who assisted me with this kit, Andrew Judson, who has freely given me a lot of advice and tips, William Marshall, Steyn Fourie, Deon Kirsten, Anton Hattingh and the members of the 61 Mechanised Battalion Group Veterans Association. ■


Some cleanup is required, and there are also some fit issues, making this kit best suited to the more experienced modeller.


Despite the challenges, this is an accurate, unique and interesting subject.

Modelspec

Accessories used:

Academy US Machinegun set
Italeri Modern Battale Accessories No.6423
a.m.r.i scale mesh
Evergreen Clear Acetate

Paints & Weathering Products:

Tamiya XF-52 Flat Earth
Tamiya XF-2 Flat White
Tamiya X-25 Clear Green
Tamiya XF-21 sky
Citadel Scorched Brown
Citadel Chaos Black
MIG Pigment Light Rust
MIG Pigment European Dust

✓ Accurate, unique, interesting subject.
✗ Flash and some minor fitment issues.

Available from

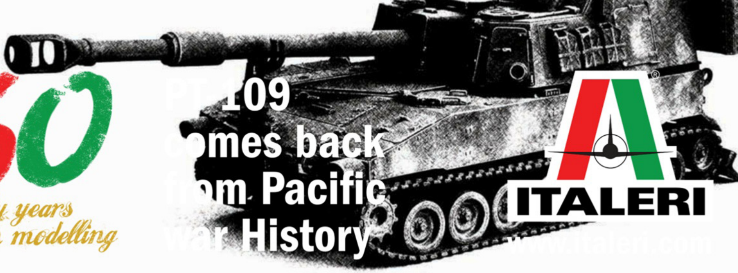
Available online from BaxModel www.baxmod.co.za

Rating ●●●●●●●◐○○

1962-2012

50

Fifty years of italian modelling



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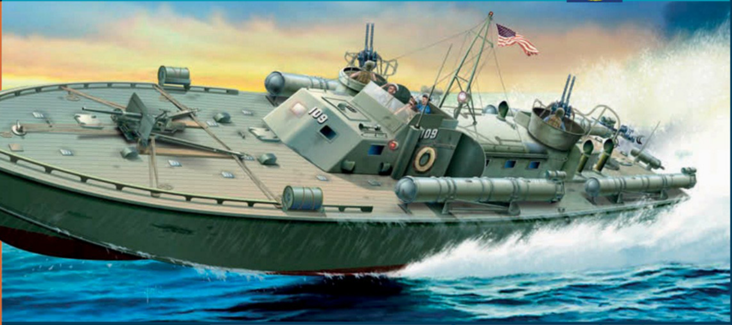
5613 Motor Torpedo Boat PT-109

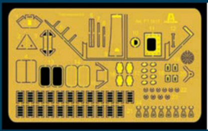
figures not included

1.35

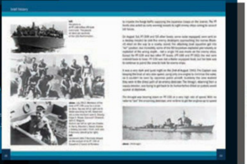
NEW MOULDS

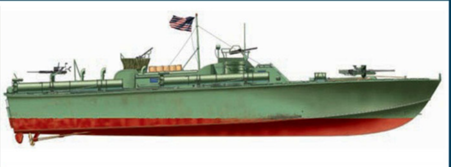
PRMKitCollection





MTB PT-109

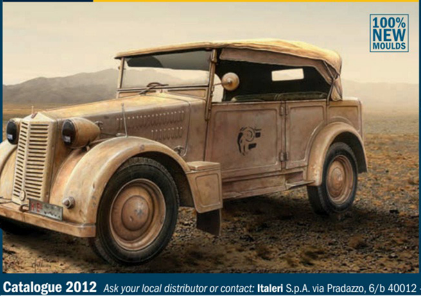


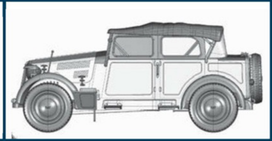


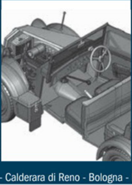
6497 508 CM "Coloniale"

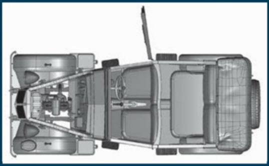
1:35

100% NEW MOULDS



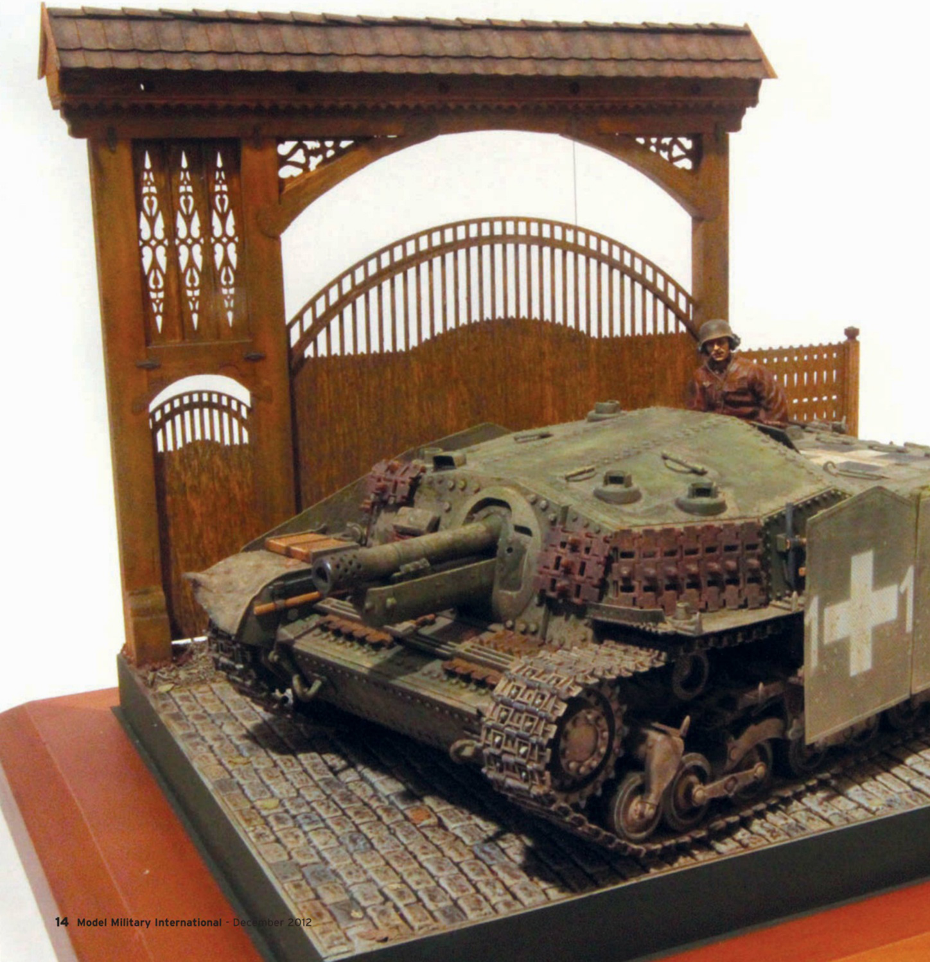






TRANSYLVANIAN ZRINYI

***Steve Zaloga** builds and enhances Brono's brand new 1:35 scale Zrinyi Hungarian 105 mm Assault Gun.*



The past few months have seen several fascinating plastic kit releases for modellers who enjoy off-beat World War II subjects. On the heels of the Hobby Boss Toldi has been a Zrinyi II assault gun from Bronco. I built a resin kit of this vehicle many years ago from the Commanders kit. I was happy to have another go at the subject since this new offering includes the late armour skirt option, which gives the vehicle a distinctively different look.

STARTING THE KIT

The Bronco model is a high-tech multi-media kit as we have come to expect from this firm. Aside from the plastic bits, there are photo-etched frets for the armour side skirts, various small parts, and even a masking template for some of the markings. The kit also provides a generous selection of accessories including an MG-34 and ammo set and a selection of Hungarian jerry cans and fuel drums. I gave the kit a quick survey, and could see very few areas that would need extra work so I plunged right in to the suspension. Having built the earlier Bronco M24 Chaffee, I expected to have issues with the suspension assembly, though I am happy to say the kit suspension design is not as mushy as the M24 kit.

But first a word of warning to anyone who has not yet built a Bronco kit: be careful of the instructions! The instructions are perfectly adequate for determining where the various bits go, but Bronco has a habit of suggesting that most small detail bits be attached to major sub-assemblies before the main assemblies are put together. This can cause headaches if the bigger assemblies have fit issues. I generally put the major assemblies together before attaching the various tiny pieces.

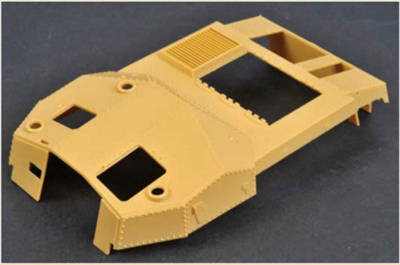
I started with the kit suspension since I anticipated problems here. The suspension on the kit is very well detailed. In general, the parts fit is better than on the M24, but there are still some dodgy fits due to the sheer complexity of the design. Bronco has designed the kit to provide a working suspension, which means that all the various bits wobble about with no firm location pins. Since the kit springs don't work like real springs, this is all a bit pointless and adds a needless level of complexity to assembling the kit. The worst part comes when trying to get the four main bogie assemblies attached to the hull and making sure that they line up. I made sure to do this all in one evening of work to make certain that the model sits on the level. Some planning is useful when dealing with the suspension, since some elements are going to be inaccessible to painting after assembly. I therefore pre-painted some of these assemblies in Tamiya XF-51 Khaki Drab.

The kit tracks are individual links and have beautiful, crisp detail. The fit of the links is very good, though I did find that the bump holding the links together tended to shear off on every fifth or sixth link, so I did not find it possible to assemble an entire length without starting to glue things together. Once the suspension and track were completely assembled, I painted these areas in XF-51 Khaki Drab as a base colour for later work.

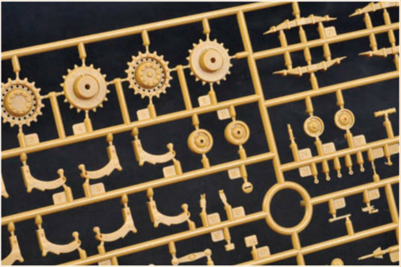
ASSEMBLING THE HULL

I built this kit largely from the box, so I will concentrate on areas where I made changes.

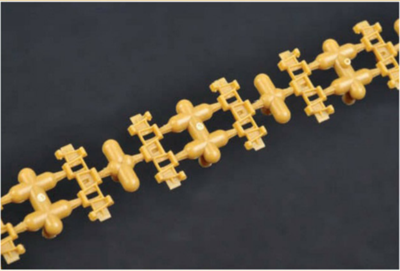
The air intake on the top of the engine deck opens directly into the hull. I am not sure what is supposed to be down there, maybe a radiator. ▶



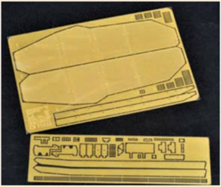
The impressive one-piece upper hull.



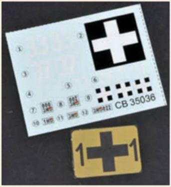
The suspension parts are beautifully detailed and quite intricate.



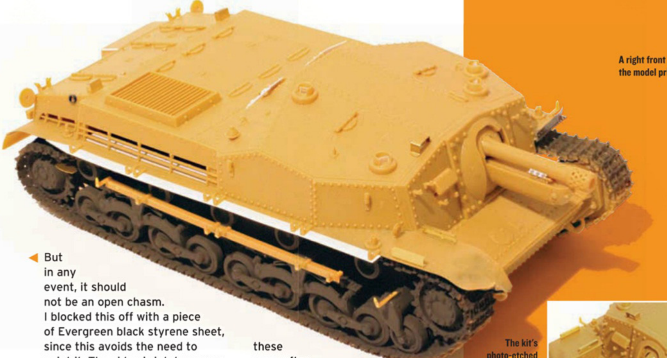
The individual track links are also very well done.



The photo-etched side skirts are appropriately perforated, but they a bit too uniform in one full length on each side.



Both decals and stencils are offered for the marking schemes.



A right front side view of the model prior to painting

◀ But in any event, it should not be an open chasm. I blocked this off with a piece of Evergreen black styrene sheet, since this avoids the need to paint it. The side air intakes come moulded shut (Parts B26, B27) and it certainly looks more interesting to show these open. However, if this is done, it is important to cut free the front and rear segments and attach them in the original vertical position:. These hold the grill frames (Parts B34, B35) in place. Only the three centre panel fold down. If opening these up, it is also necessary to put some sort of backing behind them, otherwise you can see straight through the empty hull interior. I used some more black Evergreen sheet plastic for this.

It is a good idea to select the variant and other options early in the project since issues crop up during the construction. I wanted to use the Bodi Assault Gun crew figure on the model, and determined early on to have him seated in the rear crew hatch. This meant that the doors would be open. The kit doors are a bit thick, and the interior details are a bit flat, so I rebuilt these features from sheet plastic.

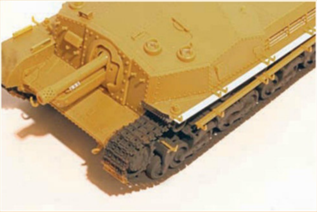
I planned to do a late vehicle using the kit markings for a vehicle of the 1st Battery, 1st Assault Gun Battalion. Photos of this vehicle show it with the front part of the side skirt and mudguards blown off, probably due to a mine explosion. I decided against trying to duplicate the vehicle exactly as the existing photo of this vehicle are very limited. I did decide to remove the left front mudguard. To add a little interest to this area, I added a piano hinge from the Tripart Hinge Set. This is a pre-formed, photo-etched item that was produced by the old Trimaster firm in Japan around 1989 and is long since out of production. A similar hinge can perhaps be found in other PE hinge sets, or the issue can simply be ignored.

I made a few other small changes on the model, such as leaving off the headlights since these were often stowed inside the vehicle to avoid damage. I replaced a few of the kit's photo etched parts with identical copies made from .010 thou sheet plastic since it is easier to glue the sheet plastic. The most noticeable of these swaps was the extension to the mud guards (PE parts Pa4) since a plastic substitute is much easier to glue and therefore structurally more sound.

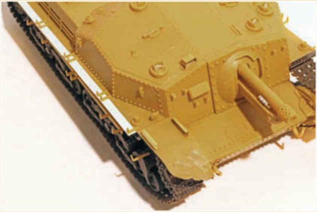
THE SIDE SKIRTS

The side skirts on the Hungarian vehicles were different from German schurzen or Thoma shields since they were made out of metal sheets with small drilled holes. The kit comes with these as large photo-etch parts. The first issue with the kit part is that each side is provided as a single piece rather than as individual panels. In my opinion, this looks much too uniform on a finished model. I decided at the outset to separate the individual panels. This is a bit tricky because the PE sheets in the kit are very thin, and therefore very prone to curl when cut. To avoid this, I scored the panels with a sharp Olfa knife, and then I clamped the sheet into a Hold-and-Fold kit and bent the panels back and forth until they separated. In spite of this, they still curled a bit and I had to carefully attempt to flatten them. A bigger issue when using the side skirts is the attachment method. The skirts had small loops attached on the side that fit over two rows of bayonet mounts on the mud guards and the suspension bar. The kit provides the loops as small PE parts (Pa3) while the bayonet mounts are in plastic. The PE loops are the biggest challenge since they are tiny little pieces only about 1mm wide and 5mm long that have to be folded four times to create the proper shape.

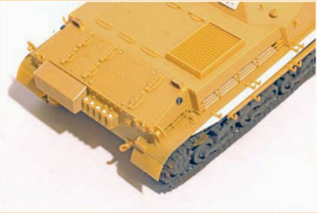
The part folding did not bother



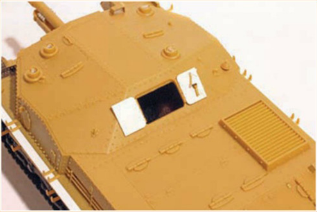
The kit's photo-etched mudguard extension was replaced with sheet plastic for better strength. The piano hinge for the missing portion of the forward mudguard was replicated using a photo-etch Tripart hinge.



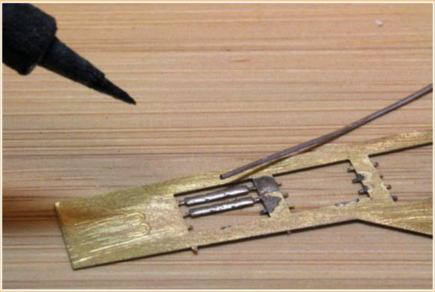
The armoured cover over the forward periscope was replaced to provide a more rounded profile than the kit part. The recuperator cradle had more substantial bolt detail added.



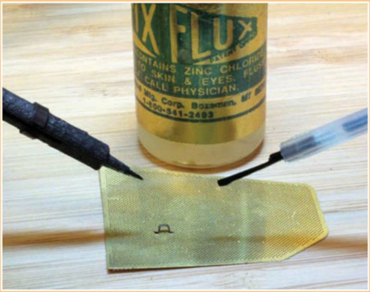
The side air intakes were opened up, and a plate of sheet plastic was added under the top grill to hide the chasm below.



The rear fighting compartment doors were made from sheet plastic.



The small loops for the side skirts were first silvered while on the fret by coating the joining surface with liquid flux, then melting a tiny blob of fine solder on them using a fine soldering iron.

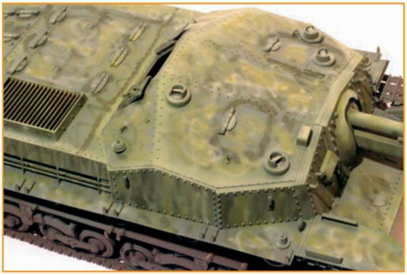


After the PE loops were folded into shape, they were attached to the side skirts after the joint area received a dab of liquid flux. Careful application of the flux will prevent the solder from migrating into the neighbouring areas.

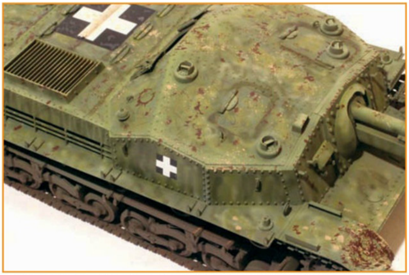
me since this can be done with some care using some fine cross-action tweezers. My main concern was attaching the loops to the side skirts strongly enough that they wouldn't all pop off when trying the mount the side skirts to the hull. In my opinion, neither cyranoacrylate (CA) glue or 5-minute epoxy glue are good solutions to the assembly problem. There are two main issues. CA glue has little shear strength, and so parts attached with CA glue have a tendency to pop off at the least opportune moment. Epoxy glue is a bit better in this respect, but far from perfect so far as structural strength is concerned. The second problem is that both types of glue hold the risk of clogging up the small holes in the skirt armour, creating a nasty little mess.

My solution to this was to solder the loops to the side skirts. Soldering provides a much stronger bond than glues and, at the same time, the messiness problem could be avoided by "silvering" the inner face of the loop to minimize the need to put solder on the skirt. To do this, I first painted the inner face of the loops with liquid flux while they were still on the PE frets. This makes it easier to handle these tiny parts. I then cut a small piece of fine silver solder from the reel and placed it on the loop. I then heated up the loop with a small solder gun, melting the solder to one side of the part and thereby "silvering" it. I next cut the loop from the PE fret and carefully folded it using fine cross-action tweezers. Once I had made enough of these assemblies, I turned to attached them to the skirt. Since the contact surface of the loop was already coated in solder, there was no need to put any solder on the side skirt. Instead, I carefully painted the contact area on the side skirt with some liquid flux. If the flux is kept away from the neighbouring areas of the side skirt with all the holes, the solder will not flow there. Once I applied flux to the contact areas on the skirt, I carefully positioned a loop on the area, and re-heated the loop using my small soldering gun. This liquefied the solder, and firmly joined the two parts.

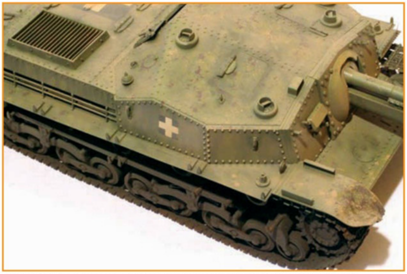
I would not recommend this ▶



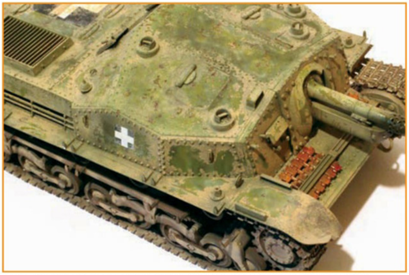
This is the model after the initial airbrushing was completed. The aim is to create an irregular, fractal appearance.



After the airbrushing, some chipping and splattering was done to further distress the surface. The decals were added at this stage and sealed with some Tamiya Clear to prevent intrusion of the wash solvent which can damage the decal.



After a barrier of hairspray was applied, a dirt glaze was irregularly airbrushed over the finish.



After soaking the surface in water, the dirt glaze was chipped away using toothpicks and a rough stipple brush.

particular project for learning how to solder. However, soldering does provide a very robust means for assembling PE parts, and it is a good technique to learn. I did find that the soldered loops held up quite well when attaching the skirts to the hull. I was also pleasantly surprised that the loops on the PE skirts fit the plastic bayonet mounts (Parts F1, F4, F3). One method to avoid problems is to attach the plastic bayonet mounts last and try to attach the side skirts while the glue is not yet hard. This allows for some adjustment of the bayonet mounts. Once the loops were attached to the skirts, I primed the PE parts with some Mr. Hobby lacquer paint.

Photos of late-war Zrinyis show them festooned with added tracks. The kit has enough extra tracks to fill the glacis stowage clip, but not enough to duplicate the added tracks so I bought a second kit for the extra track.

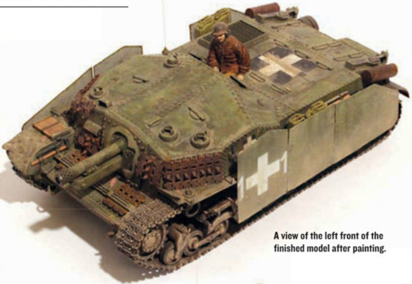
PAINTING THE MODEL

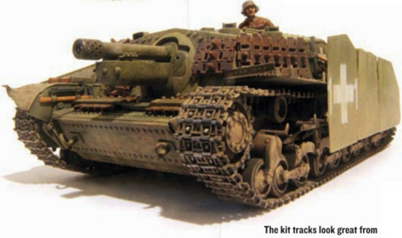
The 3rd Battery of the 1st Assault Gun Battalion appears to have had the usual Hungarian three-colour camouflage scheme, but the few photos of the 1st Battery seem to show only the overall dark green. I wanted to do a 1st Battery vehicle since they had more interesting markings in the form of a large Hungarian cross on the side skirts. To add some life to an otherwise bland single colour scheme, I decided to weather the model a bit more heavily than I usually do.

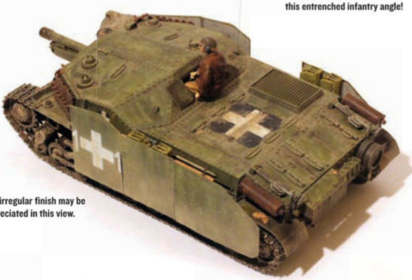
I began by painting the upper surfaces in Tamiya XF-73 JGSDF Dark Green. I am not claiming that this in any way matches the original Hungarian colour, but I was planning on doing some serious weathering to the base shade. (The kit instructions recommend Tamiya XF-62 Olive Drab).

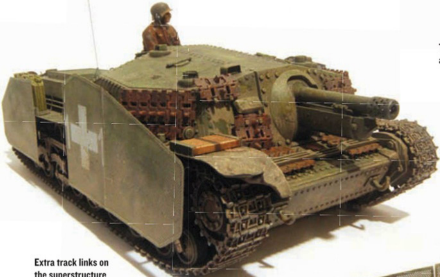
I then began the weathering process by doing some discolouration using lighter and darker shades of dull green. I usually do vertical streaking with the airbrush on the sides, and a more random pattern on the horizontal surfaces. Once the airbrush work was done, I turned to hand painting. This mostly involved some irregular chipping effects and a bit of splatter painting. As can be seen on the accompanying photos, this was not especially neat. However, I knew that I was going to be adding several layers of paint above this, and that the extreme contrast would become more muted. I also added the basic decal markings at this stage including the national insignia on the hull side and engine deck.

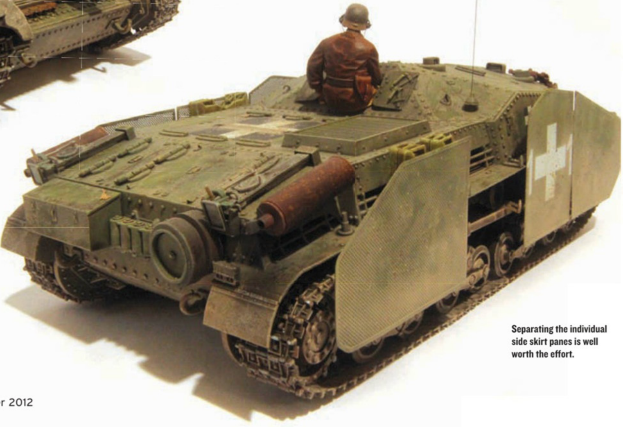
To amplify the weathering on this model, I decided to use "hairspray" weathering, but with weathering colours and not


A view of the left front of the finished model after painting.


The kit tracks look great from this entrenched infantry angle!


The irregular finish may be appreciated in this view.


Extra track links on the superstructure add more interest too.


Separating the individual side skirt panes is well worth the effort.

the paint colours. I used some inexpensive hair spray from the local supermarket (Pantene Fine), which comes in a cheap travel-size spray container. I airbrushed this over the upper surfaces of the model. Once it was dry to the touch, I oversprayed a glaze starting with a dirt colour consisting of equal parts Tamiya XF-72 JGSDF Brown and XF-78 Wooden Deck Tan, a medium of Tamiya X-22 Clear and some Tamiya acrylic thinner. The ratios were roughly 15% paint, 60% glaze and 25% thinner. I then applied this irregularly over the vehicle upper hull surfaces, more on the areas that would be dirty, and less in other areas. Once this was dry to the touch, I soaked various areas and began removing the paint in an irregular fashion. It is important to let the areas stay wet, and one method is to simply soak the whole model in a shallow plastic tub full of warm water for 10 minutes or more. Once I thought the paint was sufficiently damp, I began chipping away at the dirt coat using a coarse stipple brush and some wooden toothpicks. This technique requires practice and is not for the faint hearted or overly fastidious. The one lesson I learned from this project was to spray the base acrylic finish with a coat of clear lacquer before the hairspray. I found that the soaking also loosened up the base acrylic coat, and a lacquer barrier might help avoid it.

With the heavy weathering done, I turned to other weathering effects. I did not weather the PE side skirts using this methods, as it would have simply stripped the paint down to the bare PE no matter whether I used a lacquer barrier or not. I therefore used more traditional methods on the PE skirts, mainly airbrushing patterns of various greens and dirt colours, along with some mud splatter and chipping. I did the suspension in my usual fashion, starting off with a dark earth base (Tamiya XF-51 Khaki Drab) and working my way up through lighter shades including Tamiya XF-72 JGSDF Brown, then XF-78 Wooden Deck Tan and finally a lighter highlight shade made from white and the tank colour.

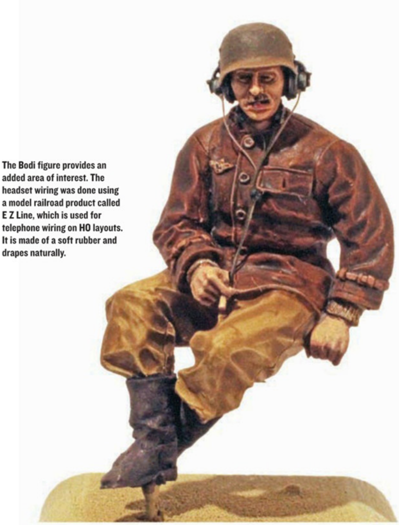
The next phase is a hand-applied weathering glaze consisting of a solution of Holbein Sepia oil paint mixed in a solution of Winsor & Newton Liquin Fine Detail as the medium and mineral spirits (white spirits) as the solvent. The main difference between a glaze and a normal wash is that the medium keeps more of the paint floating around on the flat surfaces while a conventional wash tends to only flow into crevices. The medium provides about ten minutes of "play-time" where it remains liquid and allows streaking and other effects. I applied this on both the upper and lower surfaces, though I usually make up more than one batch of the glaze with more or less paint for where I want a stronger and weaker effect. This glazes takes quite a while to dry, and I speed along the process by putting the model in a modified household food drier, the type used for making dried fruit or jerky.

The glaze dries to a glossy finish, so I tone this down by airbrushing the model with Testor's Dullcote. I prefer a lacquer-based flat finish at this stage as it is more durable than acrylic finishes when dealing with multiple media such as acrylic, oil and enamels. After the flat coat, I start doing the assorted fine painting. This starts with dry brushing. I know that dry brushing is out of fashion at the moment, but it remains a useful approach bother for highlighting and for imparting a dusty and irregular finish. The trick is to be careful in the colour mix to avoid the "frosted" effect of too much white in the blend. I usually usual Winsor & Newton titanium white and Humbrol enamels for this. There is a variety of small detail work still necessary at this stage including the tools, and glossy bits such as the periscopes and metallic highlights on the track.

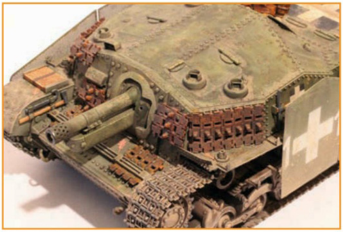
The rusty bits of the tank were done in a similar fashion, though with different colours. I started by airbrushing these parts in Tamiya X-9 Brown. I then used two or three orange shades of Vallejo acrylic paint and stippled the surface using a bit of sponge. This is usually too garish, so I mixed a solution of half-and-half Tamiya X-19 Smoke and X-26 Clear Orange which serves as a glaze to help mute the contrast and blend the colours. After this was dry, I applied a weathering glaze like the mixture above, except with a little extra Sepia oil paint for a grungier effect.

FINISHING THE MODEL

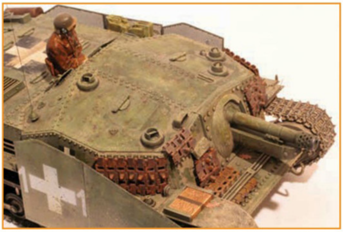
Prior to starting this model, I saw a review of the new Limes Models Transylvanian rural gate kit on the Internet. This is a formidable and attractive structure, and I ordered the kit direct from the Hungarian company's website. The kit consists mainly of laser cut wood parts, though there is also some laser cut paper for the roof tiles. I was very impressed with the design of the kit. The parts are easy to separate off the fret, and the assembly is made easier by excellent design and part fit. I put together most of the parts ▶



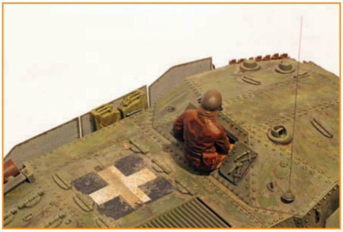
The Bodi figure provides an added area of interest. The headset wiring was done using a model railroad product called E Z Line, which is used for telephone wiring on HO layouts. It is made of a soft rubber and drapes naturally.



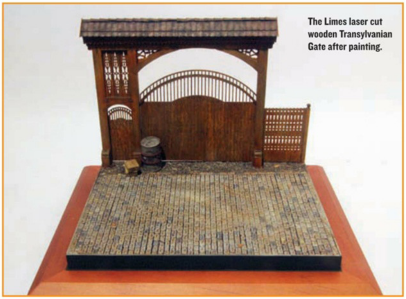
This detail view provides a better indication of the weathering effects that can be achieved by using the hair-spray method along with a dirt-coloured glaze.



Another view of the front showing the weathering effects.



An overview of the rear of the fighting compartment showing the weathering of the engine deck.


The Limes laser cut wooden Transylvanian Gate after painting.

◀ using ordinary Elmer's carpenter's (yellow) glue. Something to remember when gluing the parts is that the glue after drying reacts to paint differently than the wood. So if you plan on staining the wood, you have to be careful not to have glue blobs on the surface. Stain will roll off the glue, but be sucked into the wood, creating some unpleasant results. One problem with laser-cut wood parts is the charred surface on some edges. This is only an issue if you plan to use stain versus paint on the parts. Since I was planning to use stain as a method to heighten the irregular finish of the model, I minimized the char problem by carefully sanding off the most obvious examples bits using my Dremel motor tool and various cleaning bits. I only did this on the larger wood beams, as the flat wooden sheet parts are too delicate for this process.

I made the base out of section I cut from the Mini-Art vacu-formed cobblestone out of their "Village Road Section". Since the cobblestone base was a bit longer than the gate assembly, I used a length of Limes excellent laser-cut fence for the short distance on the right. I started painting the gate using a stain made from a concoction of some Humbrol grey/brown enamels and some mineral (white) spirits).

Once this was dry, I did some weathering by sanding a few bits of the gate. I wasn't entirely happy with the overall finish and felt that it needed a warmer colour combination, so I oversprayed the gate with Tamiya X-26 clear orange until I was satisfied with the finish.

The cobblestones were painted with a light grey mixture from Tamiya acrylics, and then individual stones were picked out in various shades of grey and grey-brown using various Vallejo acrylics. Once this was done, I did a weathering glaze using the same mixture as the Zrinyi model, and after it was flat-coated, some dry-brushing. I mounted the base on a small wooden frame I purchased at a Michael's arts and crafts store.

The figure in the Zrinyi comes from the Bodi set "Hungarian motorized artillery officer & NCO". This is an interesting figure as it shows the late-war AFV helmet with the armoured shell and the cut-outs for the radio head-phones. ■

Modelspec

Bronco Models 1:35 Hungarian 40/43M Zrinyi II 105mm assault gun. Kit No. CB-35036

Accessories Used:

Bodi "Hungarian motoriized artillery officer & NCO" (Kit 35034)
Tripart Hinge Set Small PC-1
Limes Models Székelykapu Vintage rural Transylvanian gate (35103: www.limesmodel.hu)
Limes Models Fakerites-Wooden Fence (35104)
MiniArt "Village Road Section" (Kit 36042)
E Z Line (www.berkshirejunction.com)

Paints & Finishing Products:

Tamiya XF-73 JGSDF Dark green
Tamiya XF-49 Khaki
Tamiya X-9 Brown
Tamiya XF-51 Khaki drab
Tamiya XF-72 JGSDF Brown
Tamiya XF-78 Wooden Deck tan
Tamiya X-22 Clear
Tamiya X-19 Smoke
Tamiya X-26 Clear orange
Testor's Dullcote (bottle)
Holbein Sepia oil paint
Winsor & Newton Titanium White oil paint
Winsor & Newton Liquin Fine Detail

✓ Well-executed kit of obscure subject, excellent detail, nice options.

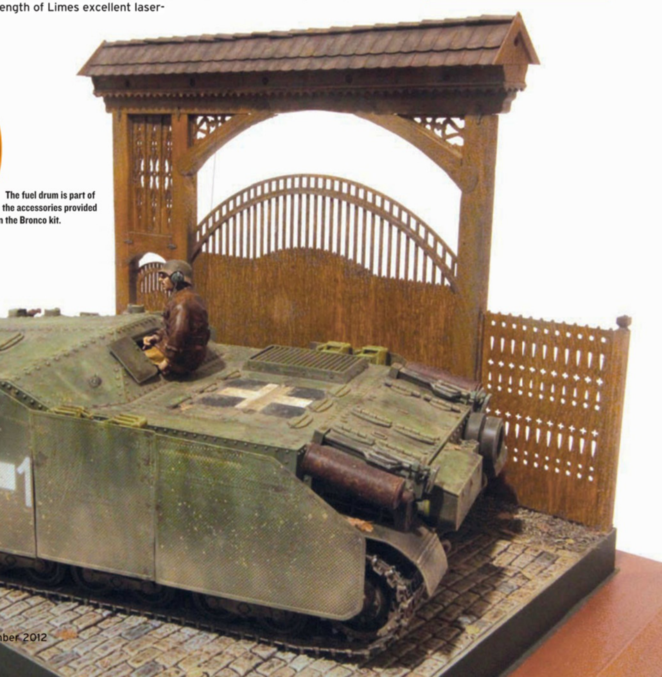
✗ Toy-like suspension features, PE skirts are thin and not rigid enough.

Available from

Bronco kits are available from Hannants
www.hannants.co.uk

Rating ●●●●●●●●●○

The fuel drum is part of the accessories provided in the Bronco kit.


The cobblestone is from a MiniArt set.

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M

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IW-RV-M2

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- Single-action
- Internal-mix
- 0.4mm nozzle/needle
- Stubby handle design
- Designed for low pressure applications

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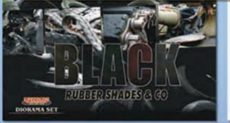
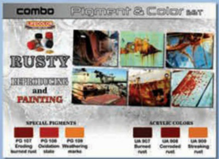
- Single-action
- Internal-mix
- 0.3mm nozzle/needle
- Stubby handle design
- Designed for low pressure applications

LIFECOLOR
ACRYLIC HOBBY COLORS


BLACK
RUBBER SHADES & CO
DIORAMA SET

Pigment & Color set
LIFECOLOR
ISRAELI ARMY
SPECIAL PIGMENTS
PG 101 Golan Earth
PG 102 Sinai Sand
PG 103 Lebanon Dust
AUTHENTIC ACRYLIC COLORS
UA 901 IDF Sandgrey 1
UA 902 IDF Sandgrey 2
UA 903 IDF Green

combo Pigment & Color set
LIFECOLOR
TRACKS
PAINTING and WEATHERING
SPECIAL PIGMENTS
PG 110 Reflecting Agent
PG 105 Dry Dust
PG 106 Damp Dust
ACRYLIC COLORS
UA 904 Rubber Track
UA 905 Intermediate Wear
UA 906 Old Track


combo Pigment & Color set
LIFECOLOR
RUSTY
REPRODUCING and PAINTING
SPECIAL PIGMENTS
PG 107 Eroding burned rust
PG 108 Oxidation state
PG 109 Weathering marks
ACRYLIC COLORS
UA 907 Burned rust
UA 908 Corroded rust
UA 909 Streaking rust

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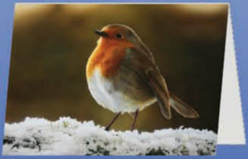
'Robin in Snow' painted by Alexander Medwell

LIFECOLOR
DIRTY EFFECT
grease-dirty grease-exhaust oil
LEAKING AND STAINS
EASY 3

LIFECOLOR
SCENIC DETAILS COLOURS
RUBBLE 2
EASY 3
LIFECOLOR
SCENIC DETAILS COLOURS
NORTH EUROPE VILLAGE
DEBRIS AND RUBBLE 1
EASY 3



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1:35 '39-'45 SERIES
Sd.Kfz.167 StuG.IV Late Production
Smart Kit
DRAGON

Graham Tetley is clearly impressed with the latest in Dragon's 1:35 scale Panzer IV family – the late production Sturmgeschutz IV.

STUG IV WUNDERKIT!

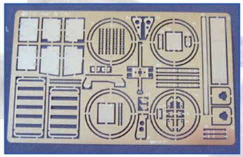
Dragon's latest wunderkit extends their Panzer IV family to now include this Stug variant. And what a cracking job they have done of it too.

You are greeted by a box bursting with sprues. In fact if we include the etched fret (47 parts) there are over 1100 parts to this kit. Approximately 270 are not used, so your spares box will benefit from spare return rollers, wheel caps, an almost full Panzer IV tool set, smoke grenade dischargers and many more. What is new to this kit is the superstructure roof and fighting compartment, a gun travel lock and an unmarked Sprue 'A' that provides with a separate armoured block for the superstructure front. You also get a reinforced towing mount that was seen on the Late Stug III, so this may be a portent of another up and coming release.

This isn't a '3 in 1' kit so the instructions are not too cluttered, but are still very busy with construction steps hidden within other sub-assemblies. My standard advice for Dragon kits applies here, which is take your time, plan a few steps ahead, and all will be well. The tracks are the now standard 'Magic' variety and moulded in different shades for the left and right hand sides. Other than two faint ejector pin marks on the running surface they are superb.

Detail on the side skirt rail.

The new metal side skirts.


The small photo-etched fret. After all, it is a Smart Kit!

Some options are catered for during construction with optional idlers, return rollers, convoy lights and more being available – just check your references. Markings are limited to two vehicles and are rather sparse, consisting of balkenkreuz, a divisional marking and a vehicle name.

Construction starts with the lower hull and the superb slide-moulded rear plate. Brass inserts are provided for the idler wheels and the road wheels have a fine mould seam around their centres. Don't remove this as it is there on the real things. Fit of the lower hull and suspension components is flawless, so just enjoy the ride here. Moving to the front glacis, the little mounts for the spare tracks come in either plastic or etch, a nice touch. You need to do a little bit of trimming and drilling here and there, but the instructions are clear on what is needed and where.

We next tackle the running boards and Dragon has detailed both top and bottom. Being a smart kit the tools come with plastic clasps moulded in situ but the overall level of detail is very good. The front part of one of the running boards has to be cut off (there is no groove to follow as a guide so take care) and replaced and represents the only level of major surgery that you will have to undertake on the kit.

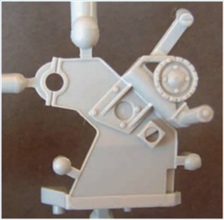
A detailed gun breech is provided, although the fighting compartment floor and rear bulkhead are as smooth as a baby's proverbial. Dragon gives you the radios and racks from the Stug III to give some detail to the interior, but you are missing all of the crew's personal gear and any semblance of ammunition stowage. It is your choice therefore whether to have the interior exposed or not.

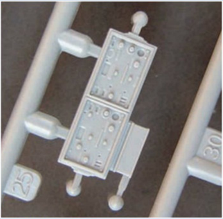
A full complement of side skirts and their mounting rails are provided and all are expertly rendered. The skirts themselves come as stamped metal parts that are realistically thin, to which you then add the plastic hangers provided. The location marks are etched onto the skirts and correspond with the ridges on the main hanger rail parts M1 and 9. My assembly recommendation here is to affix the middle skirt first, then work your way fore and aft adding the rest as this will ensure that you get the spacing just right. The plastic hanger rail and its mounts are very well detailed and commendably thin.

To summarise, we have another addition to the StuG IV family that is a sound kit with no major errors worth noting. Fit of parts is superb and detail is first class. If I had one niggle it is that I wish Dragon would do away with all of the spare parts and give us a bit more detail for the interior, but don't that that put you off as you can't see much through the hatches anyway.

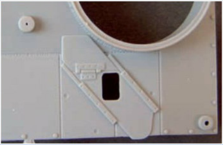
Highly recommended, without reservation. ■

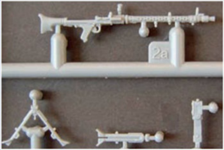
Thanks to The Hobby Company Limited for the sample www.hobbyco.net


Detail on the gun mount.

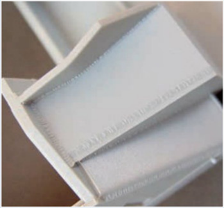


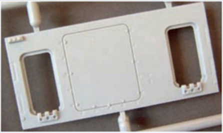
One of the three radio sets


Dragon has missed nothing on the roof plate.

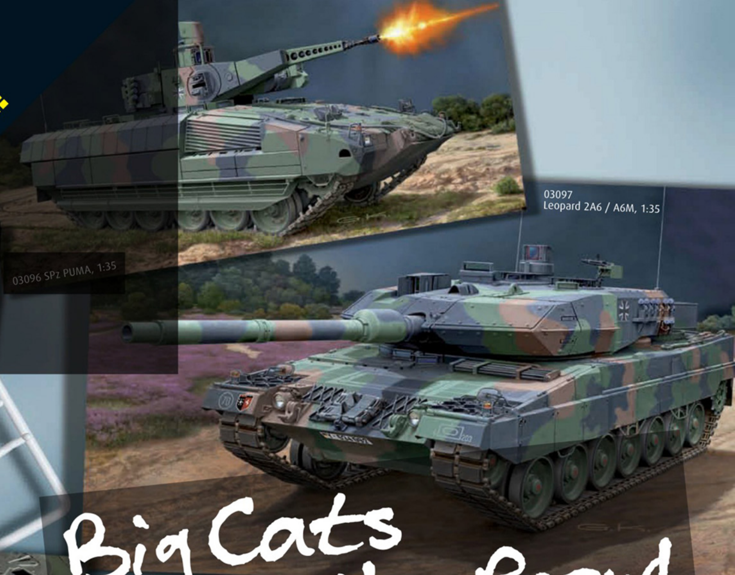


The lovely Gen-2 MG 34.


You gotta love those welds!


The transmission access plate.

BRAND NEW TOOLING!


03096 SPz PUMA, 1:35

03097
Leopard 2A6 / A6M, 1:35

Model detail
03096 SPz PUMA

Model detail Leopard 2A6 / A6M

Model detail Leopard 2A6 / A6M

Big Cats on the Prowl

1:35 Leopard 2A6/A6M and SPz PUMA

03097/03096

Introduced in 1979, the Leopard 2 main battle tank is still considered to be one of the best combat vehicles in the world. A continuously evolving development programme saw the 2A6 version enter service with the German Army in 2001, carrying the powerful L55 Rheinmetall 120 mm cannon and capable of reaching an impressive top speed on 72km/h.

The later 2A6M variant offered enhanced mine protection plus a number of internal modifications to improve crew survivability. It is currently on active service with a number of countries including Canada, the Netherlands and Portugal.

The PUMA armoured personnel carrier is the most modern infantry vehicle to be developed for the German Army. It combines the highest levels of protection with excellent mobility and firepower plus its modest weight makes it extremely suitable for air transportation. It also offers a close range observation and control system that acquires and evaluates important target data that the digital fire control system then utilises to direct the stabilised main cannon. Carrying 3 crew and 6 infantrymen the PUMA is currently undergoing operational proving with the German Army and the first vehicles are likely to go into service in 2013.

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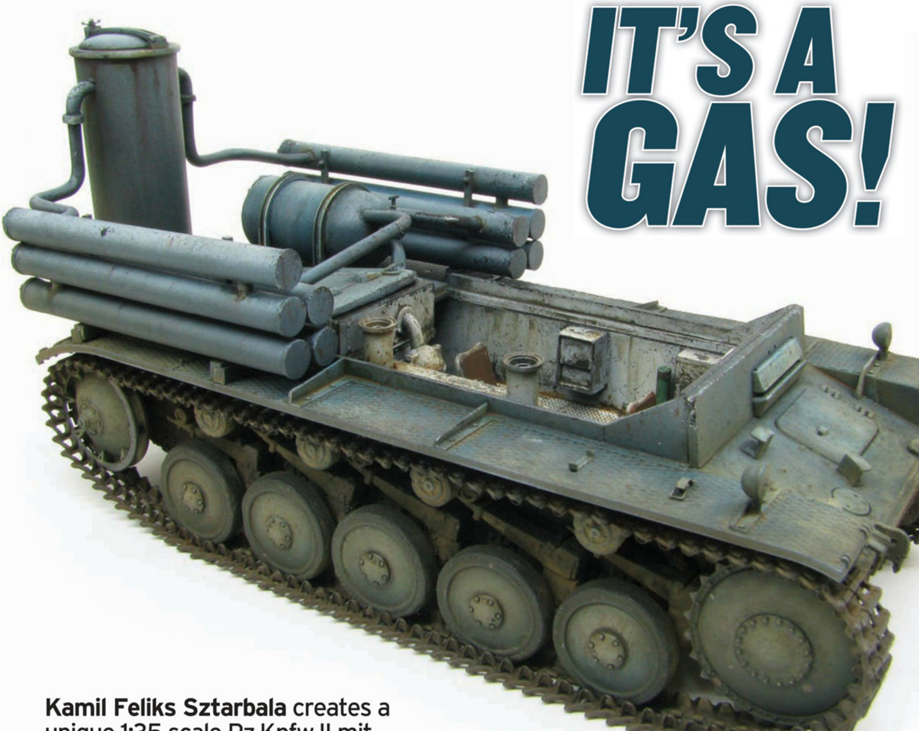


Kamil Feliks Sztarbala creates a unique 1:35 scale Pz.Kpfw.II mit Holzgasantrieb using plastic tube and other scratch built parts.

The Germans often employed modified obsolete tanks for tank driver training during the Second World War. A good example of such a vehicle was the Pz.Kpfw.II with an open hull. Some period photos show these vehicles equipped with wood gas generators that converted timber or charcoal into wood gas.

I decided to build a model of one of these, based on Dragon's 1:35 Pz.Kpfw.II Ausf. F with interior.

I started by assembling the lower hull and suspension. I didn't glue wheels and tracks to the hull, leaving them off for easier painting.

After completing the interior I could modify the upper part of the hull. I cut the armour off the crew compartment, which forced me to restore part of the fender. First I filled the gap with a piece of 0.5 mm styrene sheet. Then I added rims made of 2 mm wide stripes of 0.25 mm styrene as well as Aber's photo-etched tread plate.

I also had to glue a 1mm square styrene rod to the bottom of fender to adjust it to the hull side. As the cut plates of the hull didn't exactly match the interior, I scratch build some rims and plates, using kit parts and pieces of 0.75 mm styrene sheet.

INTERIOR SHADES

To move on with the work I needed to paint the interior. I used Tamiya paints diluted with Gunze's Mr.Color Thinner. First I airbrushed the interior with XF-1 Flat Black. Next I painted the crew compartment with various mixes of black, red brown, and a little metallic grey. Then I applied AK-Interactive Worn Effects acrylic fluid over the painted surface. After that I sprayed the interior with a mixture of white and deck tan diluted with alcohol. When it dried, I dampened the surface with Microscale Micro Sol and scrubbed some of the bright paint layer away with a coarse brush dampened with water, making scratches and abrasions. The gearbox was additionally scrubbed with old toothbrush. Using a piece of sponge as applicator, I added some paint chips. The seat upholsteries and a few other details were painted with Vallejo acrylics.

I also decided to test some other AK-Interactive weathering products. I started by applying Dark Brown Wash to bring out the details. Next I applied some Engine Grime and Summer Kursk Earth over the surface dampened with White Spirit to simulate dirt on the floor and gearbox. I finished the interior weathering by adding some oily stains, using Fuel Stains enamel colour. I applied that paint with a fine brush at different rates, in some places additionally blurring the stains with White Spirit.

WOOD GAS GENERATOR

Now I could assemble the hull halves and magic up the wood gas generator.

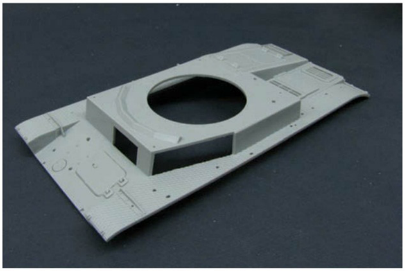
The hull, running gear and kit tracks were put together as separate sub-assemblies. This eases painting later on.

The various assemblies test-fitted.

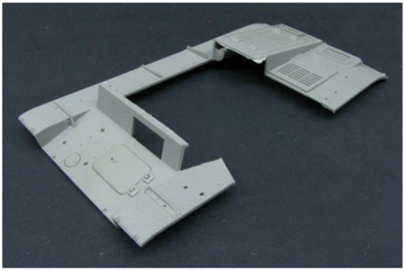
The first step was to cut ten 5 cm long sections from 5 mm plastic tube, which were linked together with Tamiya masking tape to make it easier for sanding them to equal length. After I finished sanding, I drilled the tubes in appropriate places and connected them with 2 mm styrene rods. The end capd of the tubes were punched from 0.5 mm styrene sheet and glued to the tubes with Tamiya Extra Thin Cement. The small details were cut from 0.25 x 0.25 mm styrene rod.

Although I managed to find a lot of archive photos of Pz.IIs with wood gas generators, they were not sufficient to explain the construction of the device mounted in these tanks, which are different to those used in softskins. Notable differences are the larger amount of filter units, lack of radiator, as well as the presence of a reserve tank. The latter was scratch built from an external store borrowed from a 1:32 aircraft kit and a piece of 3 mm styrene sheet. Both were connected with super glue and sanded to the proper shape. Then I added the plug and mounting made of pieces of styrene sheet and 1.5mm styrene channel.

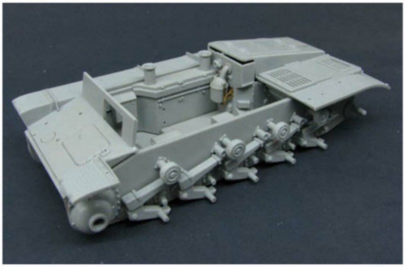
Next I started work on the gasifier unit. Luckily I found a plastic container of the proper diameter in my workshop. All I had to do was to cut it, sand it, and make all the details using styrene profiles and sheet as well as spare parts from various models. When the gasifier unit was ready, I mounted it on a rack made of 2.5 mm and 1.5 mm styrene angles, which was fitted to the rear hull wall. The piping installation was cut from 2 mm styrene rod. I had to slightly improvise during its construction because I didn't find any reference photos that explained how the piping ran. The piping was also not glued to the kit at that stage for easier painting. ▶



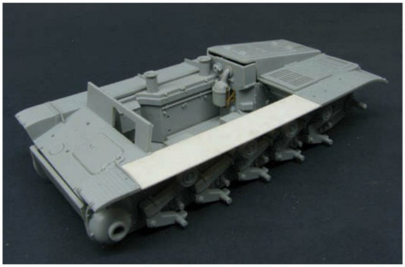
The upper hull before modification.



The rear and sides of the superstructure have been cut off the upper hull. Note that this surgery has also removed a large section of the left side track guard.



The modified upper hull test fitted to the lower hull reveals how much will be on display when the model is finished.



Plastic card was glued in place to substitute for the missing track guards.

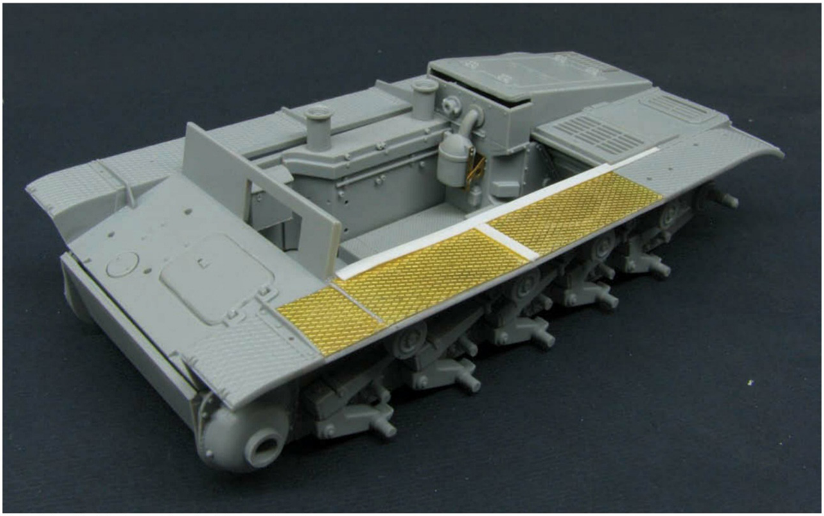
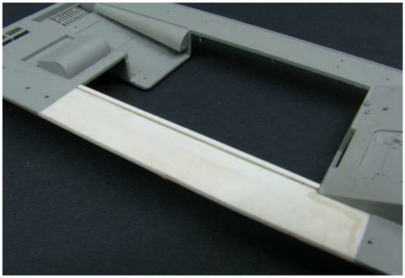
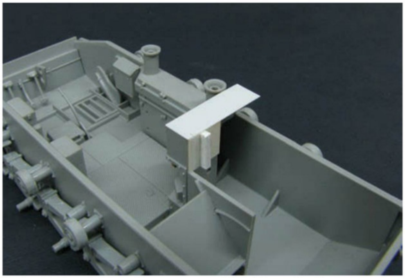


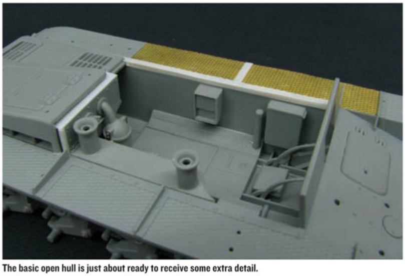
Photo-etched treadplate helps the new track guard match the surrounding sections.



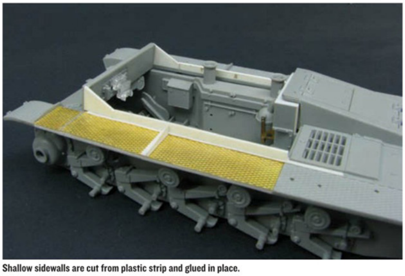
The underside of the new track guard is edged with plastic strip to assist fit.



Plastic card and scrap is being used here to space out and blank off the rear firewall.

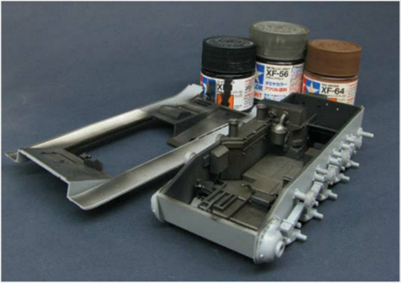


The basic open hull is just about ready to receive some extra detail.

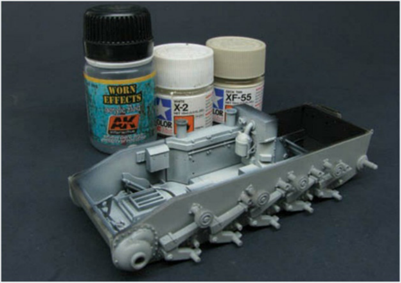


Shallow sidewalls are cut from plastic strip and glued in place.

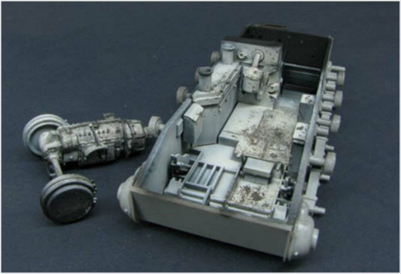
PAINTING THE INTERIOR



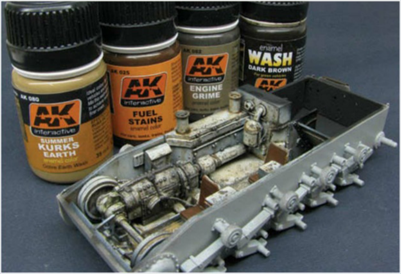
I airbrushed the interior with XF-1 Flat Black. I then painted the crew compartment with various mixes of black, red brown, and a little metallic grey.



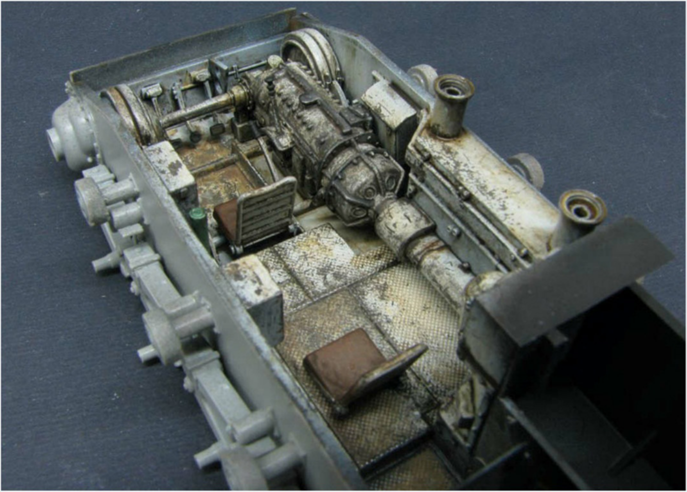
Next, I applied AK-Interactive Worn Effects acrylic fluid over the painted surface. After that I sprayed the interior with a mixture of white and deck tan diluted with alcohol.



When it dried, I dampened the surface with Microscale Micro Sol and scrubbed some of the bright paint layer away with a coarse brush dampened with water, making scratches and abrasions.

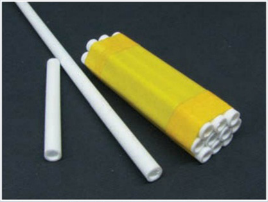


I also decided to test some other AK-Interactive weathering products. I started by applying Dark Brown Wash to bring out the details. Next I applied some Engine Grime and Summer Kursk Earth over the surface dampened with White Spirit to simulate dirt on the floor and gearbox.

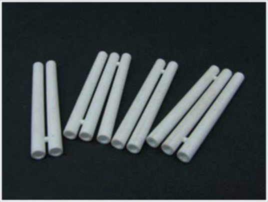


I finished the interior weathering by adding some oily stains using Fuel Stains enamel colour. I applied the stain with a fine brush at different rates, in some places additionally blurring the stains with White Spirit.

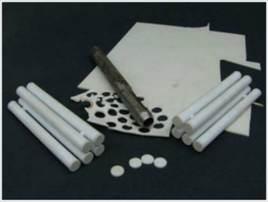
BUILDING THE GASIFIER



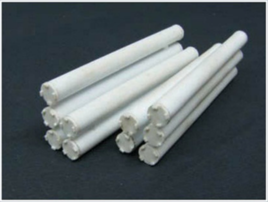
The first step of building the gasifier was to cut ten 5 cm long sections from 5 mm plastic tube, which were linked together with Tamiya masking tape.



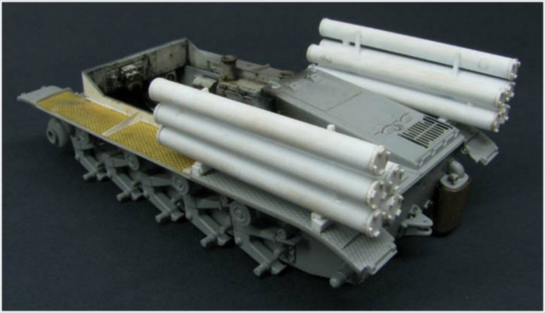
The tubes were then drilled in appropriate places and connected with 2 mm styrene rods.



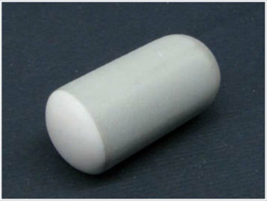
The caps for the tubes were punched from 0.5 mm styrene sheet and glued to the tubes with Tamiya Extra Thin Cement.



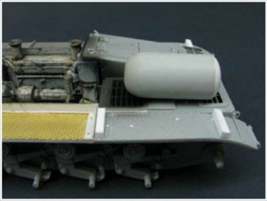
The tubes, assembled in their two sets of five.



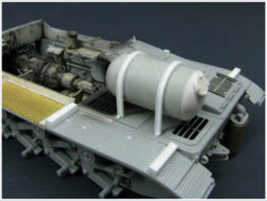
The tubes were test fitted to the hull at this stage. It is especially important to regularly test fit scratch built and conversion elements during construction.



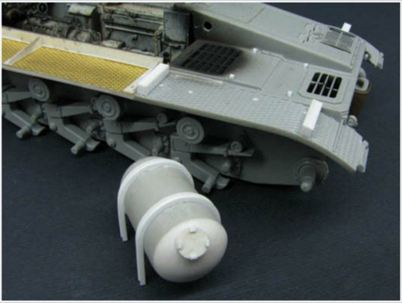
The reserve tank was scratch build from an external store borrowed from a 1:32 aircraft kit and a piece of 3 mm styrene sheet.



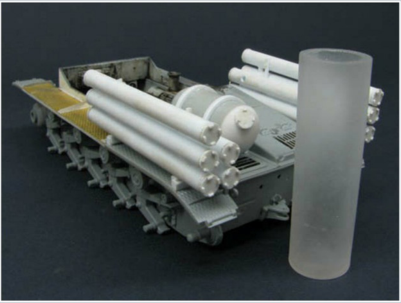
Both were connected with super glue and sanded to the proper shape.



The plug and mounting strap were cut from styrene sheet and 1.5mm styrene channel.

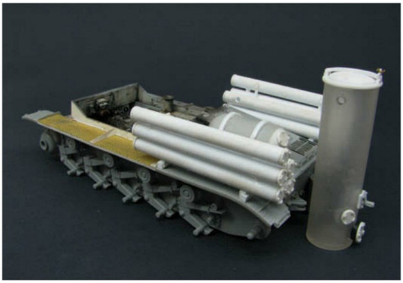


The completed reserve tank.

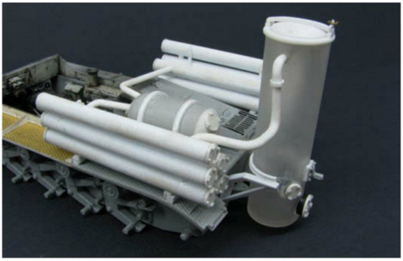


The main body of the gasifier unit was based on a plastic container that I had in my spares box.

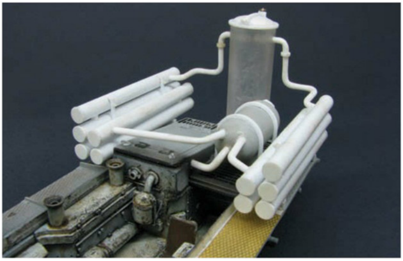
The container was to cut, sanded, and detailed using styrene profiles and sheets as well as spare parts from various models.



The gasifier unit was mounted it on a rack made of 2.5 mm and 1.5 mm styrene angles, which was fitted to the rear hull wall.



The piping installation was cut from 2 mm styrene rod.



During construction, I had to slightly improvise because I didn't find any reference photos that explained how the piping ran.

THAT OLD GREY MAGIC

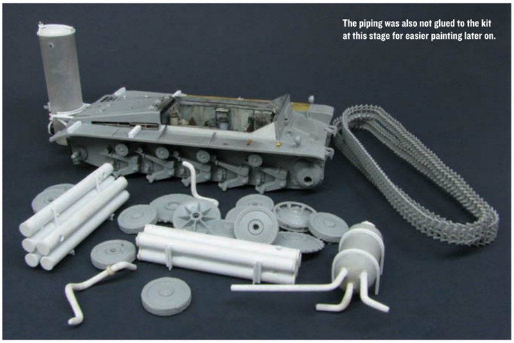
I started the painting stage by coating the wheels, tracks and lower hull with XF-1 Flat Black. Next I sprayed the vehicle and wheels (excluding their rims) with Tamiya XF-63 German Grey. The lower part of the gasifier unit as well as the tracks were airbrushed with Vallejo Panzer Aces Track Primer. Then I could paint highlights and shadows. The basic highlights were done with light grey. For the most intense highlights I used mixture of thinner and just a little white paint, while the recesses and shadowed areas were sprayed with clear blue. I followed up by brush painting the most exposed edges and details with heavily diluted Vallejo Silver Grey.

It was time to call on more AK-Interactive products. I divided the vehicle's surface into sections. First I dampened each area with Blue For Panzer Grey Filter and immediately after that I applied the Brown Blue For Panzer Grey Vehicles Wash into recesses and corners over the still wet surface. To enhance the contrast, some areas were additionally highlighted with Dust Effects. I applied it pointwise and rubbed the dots with a brush. A few areas were also washed with Light Rust For Green Vehicles. The same product, applied alternately with Track Wash, was used to give a more realistic finish to the tracks.

Usually I like to create a dusty look on the vehicle at the end, but this time I had to depart from that rule due to the chassis design of Pz.II. Therefore I airbrushed the lower hull and wheels with green raw umber pigment. When it dried, I rubbed off the excess and assembled the whole chassis. My next step was to do the chipping. I applied the paint chips with a mixture of Vallejo's Glossy Black, Smoke, and Steel, using a fine brush and a piece of sponge. I limited the chipping effects to the engine hatch and areas where the crew usually walks. After that, I glued together all sections of wood gas installation, which had been painted separately. Next, I again used the pigment to dust the filter units and other parts that still remained clean.

The final touches included applying some additional streaks on the chassis and particular parts of wood gas generator, using AK-Interactive's Streaking Grime for Panzer Grey and Dark Brown Wash, as well as adding some mud over the lower parts of the vehicle with Dark Mud Wash. The latter was splashed on the areas previously airbrushed with White Spirit.

I finished the weathering stage by rubbing the edges of the tracks and the hull with an 8B pencil to achieve the metal effect. ■

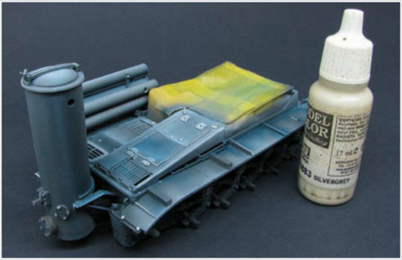


The piping was also not glued to the kit at this stage for easier painting later on.

PAINTING THE EXTERIOR

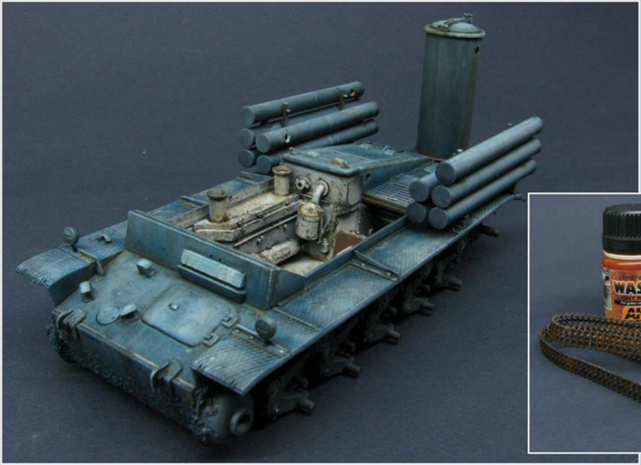
Painting commenced by coating the wheels, tracks and lower hull with Tamiya XF-1 Flat Black. Next I sprayed the vehicle and wheels (excluding their rims) with Tamiya XF-63 German Grey. The lower part of the gasifier unit as well as the tracks were airbrushed with Vallejo Panzer Aces Track Primer.

The basic highlights were done with light grey. For the most intense highlights I used mixture of thinner and just a little white paint, while the recesses and shadowed areas were sprayed with clear blue.



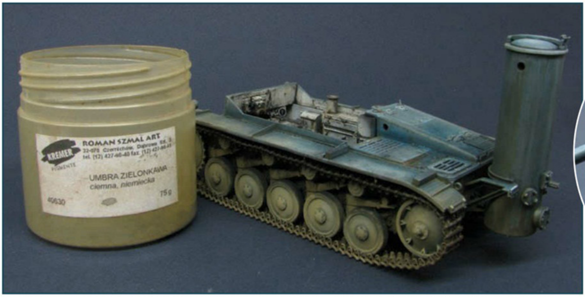
I followed up by brush painting the most exposed edges and details with much diluted Vallejo Silver Grey.

More variety was achieved with Blue For Panzer Grey Filter followed by Brown Blue For Panzer Grey Vehicles Wash in recesses and corners over the still wet surface.



To enhance the contrast, some areas were additionally highlighted with Dust Effects. I applied it pointwise and rubbed the dots with a brush. A few areas were also washed with Light Rust For Green Vehicles.

The same product, applied alternately with Track Wash, was used to give a more realistic finish to the tracks.


ROMAN SZMAL ART
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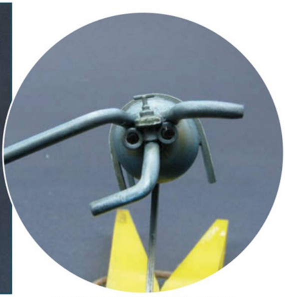
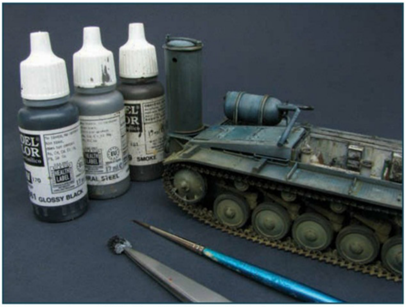
75 g

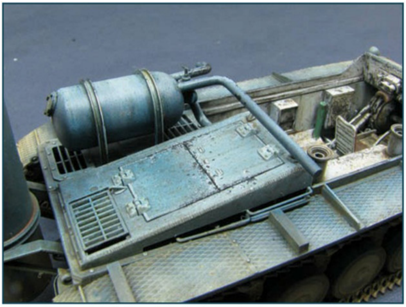
The lower hull and wheels were treated with green raw umber pigment. When it dried, I rubbed off the excess and assembled the whole chassis.



Smaller details were weathered at this time too.

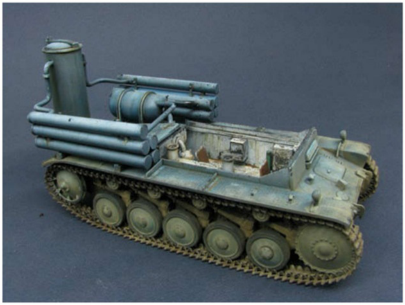

GLOSSY BLACK
SMOKE

Chipping was a mixture of Vallejo's Glossy Black, Smoke, and Steel, using a fine brush and a piece of sponge.

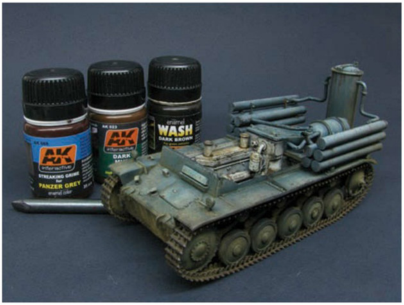


Chipping effects were limited to the engine hatch and areas where the crew usually walk.

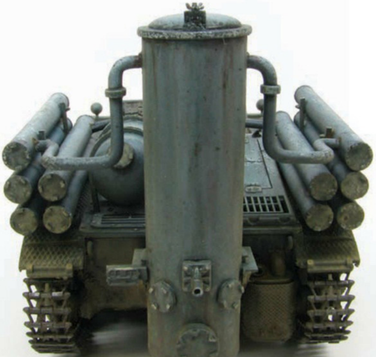
> "Some period photos show these vehicles equipped with wood gas generators that converted timber or charcoal into wood gas..."



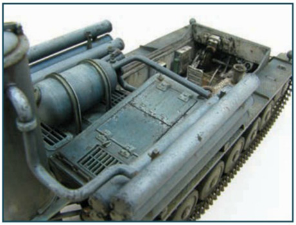
At this stage I finally glued all the elements of the wood gas installation together.


AK interactive
STREAKING GRIME for PANZER GREY
AK interactive
DARK
WASH
DARK BROWN

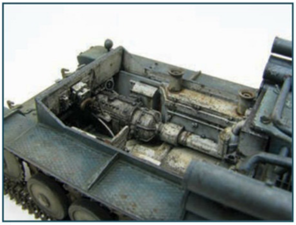
The final touches included applying some additional streaks on the chassis and particular parts of wood gas generator, using AK-Interactive's Striking Grime for Panzer Grey and Dark Brown Wash.



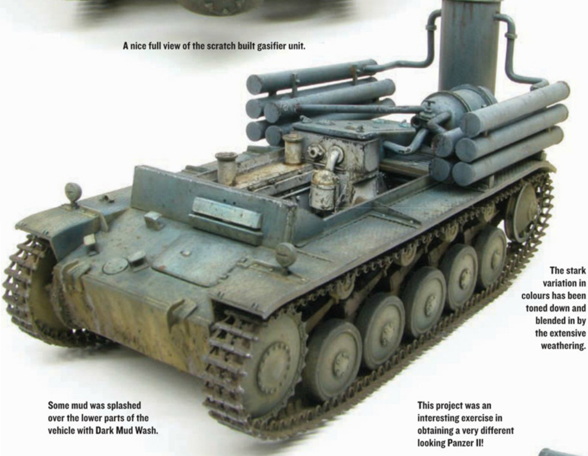
A nice full view of the scratch built gasifier unit.



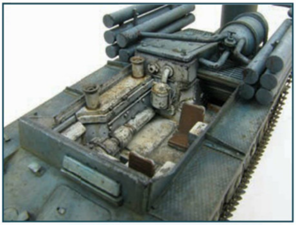
The chipping and weathering may be seen to good effect on the heavy traffic area of the engine deck.



The white interior surfaces are also suitably beaten up.

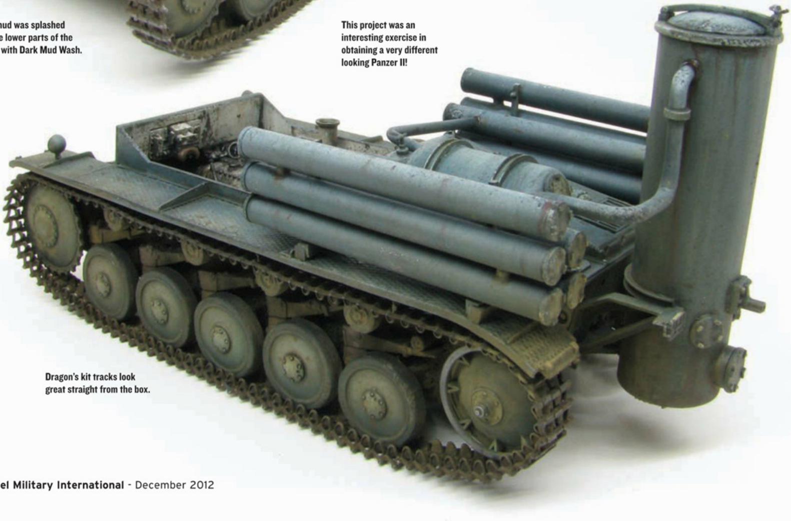


Some mud was splashed over the lower parts of the vehicle with Dark Mud Wash.



The stark variation in colours has been toned down and blended in by the extensive weathering.

This project was an interesting exercise in obtaining a very different looking Panzer II!



Dragon's kit tracks look great straight from the box.

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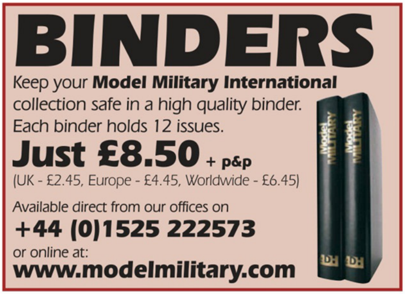
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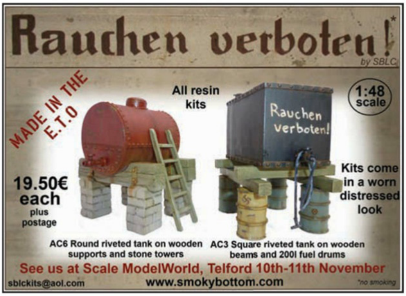
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Bench and lamp are from Plus Model production.
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More pictures in INFO Eduard, Issue September 2012.

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Al Bowie examines the latest of Tasca's 1:35 Shermans – the IC Firefly Composite Hull – and makes some comparisons with Dragon's recent release.

1/35 British Sherman
IC FIREFLY
Composite Hull
tasca
1/35 British Sherman
IC FIREFLY

HYBRID FIREPOWER

Tasca is not the first to offer a composite hull Firefly, which the British named the Firely IC (Hybrid), the Sherman I being the British designation for an M4. I found myself comparing this release with the recent DML kit from which it has some differences. The variant depicted in the kit is fairly typical for the early Firefly IC Hybrid and has a low bustle mid-production turret (as is the DML kit).

Tasca's kit comprises approximately 540 parts in an Olive Drab styrene although many of these are not used and a large number of very useful spares will be left over for other Sherman projects. As is the norm for a Tasca Sherman kit, clear parts and PE are also included. Most of the kit is made up from existing Tasca sprues however a new non-riveted lower hull is supplied and a new late transmission cover. Tasca has been listening and now offer plastic blocks as an alternative to the foam sheet used in the suspension if you do not want it to articulate like the real thing. This is a good idea as it is very difficult to get it correct and the suspension sags over time.

The Firefly turret is very well done although I noticed there were no casting marks which are prominent on the bustle of the real thing. This is same turret included in Tascas 35-011 VC Firefly and includes the thickened cheek of the mid production low bustle turret. The three types of radio box lids are included and the kit offers the D69993 Commander's cupola which I do not believe Tasca have offered before.

Two types of muzzle brakes are included along with a superbly moulded B Set Antenna base with protective ring. Periscopes are included as either OD plastic or Clear Plastic and PE Persicope guards are included. The standard British Stowage box is also included as well as a full figure of the tank Commander in Beret and Denim Overalls.

The hull is the major feature of this kit and the cast section follows the contours of the real thing well and compares very well to photos of the real thing although it is missing the main frontal ID feature of a hybrid hull which is the small cast bumps on the lower and upper central glacis. These can be easily added and in all honesty the upper one will be covered by the gun crutch anyway.

The cast effect is subtle and on par with effect in earlier Tasca Shermans. Cast numbers match perfectly in position and layout to the example I have had access to but there are none are on the transmission housing. The upper hull welds are very well done but just a bit light where the cast glacis is joined to the welded hull. Like most Tasca Shermans, they have omitted the welds that join the glacis to the hull sides and this is particularly noticeable on the composite hull. The appliqué plates have the welds already included but to me are understated. I particularly appreciated the RHS appliqué is shaped to the hull contours mimicking the weld fill between the hull and the appliqué.

The rear of the hull is detailed and has the exhaust deflector plate and mesh screening found under the rear hull overhang which is finely done with the frame as a separate part to the PE. Both round and square air filters are included along with a British tow bar, although there is no mention of this in the instructions.

The IC Firefly (both hybrid and welded) had unique stowage bins designed for them as the standard VC stowage bin could not be fitted as it covered the crank handle socket although some were ingeniously fitted and hinged to allow access. The kit does not include the unique stowage boxes located on the upper hull. The hull first aid kit is supplied however.

In my opinion, I believe Tasca's IC Hybrid Firefly is more accurate in outline than DML's and certainly has much better fit. Considering the marking options available with the IC Hybrid I feel the kit is light on however I would suspect further variants of the IC will be released by Tasca as time goes on. I am also hopeful for further M4 (both Welded and Composite) to be released. Certainly a late IC with the high bustle turret would be a great addition to the family as the turret could be used on both the M4A1 and M4A3 already in the range. I was both impressed and slightly disappointed but it is still a great kit and a very welcome release.

Recommended. ■

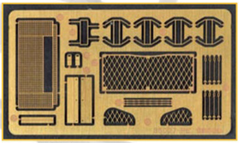
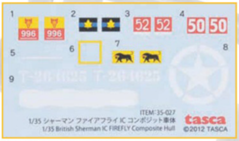


Photo-etched parts.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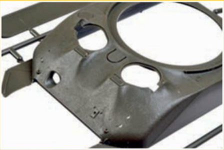
ITEM: 35-027
1/35 シャーマン ファイアフライ IC コンポジット車体
1/35 British Sherman IC FIREFLY Composite Hull
tasca
©2012 TASCA
Markings for fairly plain vehicles.

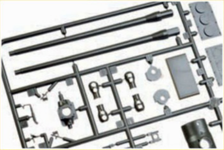
Thanks to Tasca for the review sample
www.tasca-modellismo.com

The shape of the hull is generally very good.


The two characteristic lumps are missing from the top centre of the hull front.

The transition from cast to rolled steel.

The low-bustle mid-production turret.


The plastic two-piece barrel and choice of muzzle brakes.

A Commander figure is included.

The excellent flexible track lengths.

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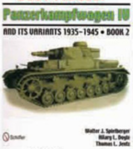

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AN INTERVIEW WITH
SPENCER POLLARD

World class modeller and long-time Editor of Military in Scale magazine Spencer Pollard has joined the ADH Publishing team. **Luke Pitt** spends some time with Spencer, discussing the state of 1:48 scale modelling and the industry in general.

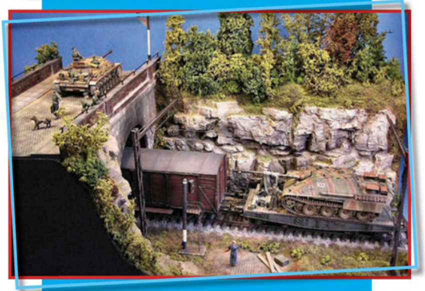
Luke: Spencer, thanks for joining us. Can you start off by telling us a bit about yourself?

Spencer: *I am 44 years old and I live in a small market town in the middle of Shropshire, which is one of the most beautiful counties in England. This part of the world is known worldwide as the 'Birthplace Of Industry' and we are fortunate to have the World Heritage Site of the Ironbridge Gorge on our doorstep. I love it!*

Before becoming the Editor of Military In Scale in 1996, I worked for the Land Registry, carrying out legal casework for departments that dealt with the registration of land in both Shropshire and a number of London Boroughs - a far cry from modelmaking I think you will agree!

Whilst working at the Land Registry, I was also employed as a reviewer for Military In Scale magazine and when the Editor chose to move on, he put my name forward as his replacement. The rest as they say, is history...

Luke: I have included photos of one of your 1:48 scale dioramas with this interview. Can you briefly tell the readers the process, development and execution of this diorama?



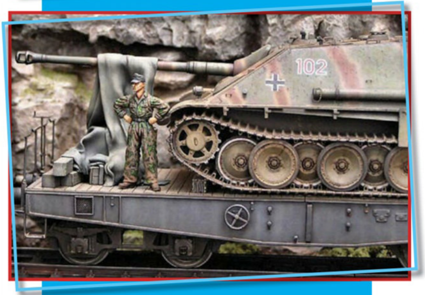
Spencer: *Wow! Trainspotting - now there's a project!*

The story of this project goes back to a time when I wanted to be involved in the Euro Militaire competition and so looked for a way to create something that I thought would make an impression. At that time I was heavily into building and painting 1:48 vehicles and so thought that this was a perfect way of combining work with a competition piece - not to mention my love of railways! Though I didn't know it at the time, this was to be by far the most complex model I had ever, or would ever, build - and one of the most time consuming.

I'm a far from adept builder of dioramas and have always struggled to construct those 'tank in front of a building surrounded by crew' scenes that others find so easy. They never look right to me and so I looked for a way of displaying some new - at the time - Verlinden Productions rolling stock, in an interesting way.

Initially I considered a station, but the idea of having standalone flatbeds seemingly abandoned just felt wrong. Having no loco to use, I needed a way of building a train or part thereof so that it looked as though there was a lot more of it than appeared in the scene. Enter the bridge; this was simply a feature that could be used to blank off one end of the diorama and crop-off the front of the train. Needing a bridge, I then needed a backdrop and thus the idea of a large cutting came to mind. It really was 'suck it and see' collection of random ideas that all coalesced into the scene that I eventually completed.

With the ideas in mind, I broke the model down into easy to build sections that I could bring together to complete the



model - and this is where the fun really started.

Having decided that I was going to build this diorama for Euro, I only had around six weeks to do it. In the end, I crammed almost 250 hours into those six weeks, working 18 hour days in order to finish all of the models - it was madness! The vehicles for instance each took around three days to build and paint - and that included the detailing. I think I managed to paint the StuG that sits on the bridge in less than one day! It wasn't all plain sailing; one week before the show none of the scenery had been assembled and painted - so you can imagine my mood when on the Thursday before the event, we had a power cut and I had to sit around doing nothing for almost three hours...

Though this seems extreme - and it is - I've become used to working this way and found that I can build and paint quickly when needed. That is perhaps the greatest benefit that 1:48 vehicles offer: they are easy and quick to build and don't take an eternity to paint and weather. This diorama would not have been possible in 1:35; taking away the sheer size of it once complete, the time I would have needed to build these models in 1:35, would have been out of the question. In that sense, 1:48 is the perfect scale for these larger, more involved set-pieces...

In terms of actual construction, the diorama was fairly involved needing more than a little head scratching. Tamiya kits were used for the vehicles, along with a VP flatbed and some Parabellum figures. The rest of it was made from scratch - the bridge, box-car, scenery, signs, signals etc all being created from plasticard, rod, strip, spares-box items and scenic products from Woodland scenics - the latter being used for that imposing rock wall. Of all of the items that I built, the box car was my favourite and as such, allowed me to see what was possible in 1:48 - especially when it came to the detailing and final finish.. Perhaps in the future I should do more on this type of modelling in this scale - a loco being a cool idea. I think...

Luke: I like your approach with this diorama, it really encapsulates what 1:48 scale is all about in my opinion, a big idea with a small foot print. Do you have any plans for these dioramas to do in the future?

Spencer: *I do - although I'm not sure when that will be. I like the idea of a late-war scrapyard filled with German vehicles, or perhaps an airfield. There's a great shot of a German airfield filled with Junkers 88 night fighters and American Shermans, that I think would be a perfect choice. I would also like to build another indoor workshop. And another railway. And...*

Luke: If you had to pick one 1:48 scale AFV model that you would like to see in plastic what would it be?

Spencer: *Anything modern. No - anything from the 70s/80s. I would love to see an early Abrams and Bradley appear from Tamiya. Maybe even a Chieftain or Centurion - they would be really impressive. Honestly, if this genre is to flourish, there needs to be more imagination given to the models that are released.*

It is incomprehensible to me that no effort has been given to producing anything in plastic that served after WWII (apart from those old Aurora kits with the vac-formed display bases!). There must be thousands of modellers around the world who would love to build some of these smaller kits, but who may not be interested in endless WWII vehicles, don't you think? To me, it's an absolute no-brainer to produce some of the more famous post-war vehicles. I'm not suggesting ploughing a pile of money into building a one-off prototype, but something way more mainstream like a T-55. Mind you, if Dragon can see a market in their one-off 'paper panzers' maybe that's still a possibility, too!

I'd also like to see more soft-skins. Though 'tanks' are obviously more glamorous and exiting, trucks and support vehicles can be just as interesting - especially when filled with all manner of junk! Just imagine a Dragon wagon in 1:48! That would be amazing...

Luke: Given your wide ranging experience in the hobby what would you consider the best way to promote and indeed encourage other modellers to take up 48th?

Spencer: *There needs to be more coverage in the mainstream press. Editors need to encourage their authors to build these models, so that the readers can be given more choice and more inspiration to have a go for themselves. If they are not shown in magazines and on the web, how are modellers ever going to see how great these miniatures can look? But that's not how it works at the moment.*

Too often, magazines will simply trawl websites for the latest, greatest new build from the upper end of the modelling world and publish features on these models, rather than commissioning new pieces - and that's a shame, because it means that it's these modellers who are guiding the content of magazines, rather than the Editors who see the success of their titles as being based purely on the 'names' on the pages, rather than the 'models'. I know this sounds harsh, but over the last few years I have seen more and more of this creeping into our hobby and my chosen profession and it's not helpful to either the reader, or the magazine, both of whom suffer because the former are no longer independently minded enough to demand that their content reflect the needs of the readers and not the authors (who often feel that somehow they are doing the Editor a favour, by offering a model feature to their magazine).

When the bulk of these talented modellers only build 1:35 and are constantly being courted, is it any surprise that there's no room for anything else?

It's an ill-wind and it means I am afraid that more niche genres such as 1:48 fall through the cracks. Change that mentality and you will change the way other aspects of our fine hobby are perceived.

The thing is, I don't see it changing any time soon and so it will be down to enthusiasts such as yourself, Luciano Rodriguez, Antonio Martin Tello, Pat Johnston et al, to fly the flag for those who want to see something just a little different.

I also think that it's negative to separate 1:48 vehicle modelling on sites such as Missing-Lynx (sorry Brett!). Those that aren't interested in this scale will often not visit that forum and so will miss out of many of the wonderful models that appear there. It would be much better to treat this scale like any other and show the models off against the 1:35 models that appear in many of the other forums in the Web. It's a small point I know, but one that may help bring this scale more into the mainstream and be seen less as an odd distraction and more as a scale that can produce models every bit as impressive as any other.

Luke: What would you consider to be 1:48 scale's biggest strength?

Spencer: *Size and ease of assembly. Simple as that. They are quick to build and don't take up much space once completed. They can also be used with aircraft models to produce constant scale dioramas - which is simply not possible with 1:35 vehicles and 1:32 aircraft where the disparity in size is almost blindingly obvious...*

Luke: And it's biggest weakness?

Spencer: *Lack of real choice in terms of the subjects that we discussed earlier and figures/ accessories. Those of us that build dioramas in 1:48 just don't have the same choices as those that do so in 1:35. It's almost as if we've turned the clock back to the early 1980s where the same problems afflicted 1:35 modelling, until Francois Verlinden began a revolution that transformed the hobby into what it is now. Sure, you can buy some very fine resin figures and accessories, but not everyone has the skills to use these products; how much better would it be if you could buy figures in*

1:48 that mirrored those released in 1:35? Just imagine the possibilities in terms of dioramas!

And then there is the lack of buildings. I like what I've seen on the market so far, but it is in no way enough to fire-up the enthusiast who wants to build something different from his friends. Remember how Francois used the Tamiya lamp post a lot in his early dioramas, until others hit the market? Same situation now. Everyone is trying to squeeze every last ounce from the limited ranges available to the modeller and though the results are often very good, they would be so much better with even a small increase in choice.

I also think cost is a factor. 1:48 scale kits need to kept relatively cheap if they are to survive against both 1:72 and 1:35 models. Being niche, they need to be seen to have an advantage over their rivals in terms of value for money. After all, who is going to want to buy a kit in 1:48 when they can get a far more detailed offering in 1:35 for almost the same price.

Finally, manufacturers need to stop seeing the kits as simplified offerings. I like the simplicity of the kits and ease with which they go together, but I wouldn't want to see them become more so. Indeed, I think that they can still be easy to build with a relatively low parts count and still exhibit higher levels of detail. Just look at the amazing AFV Club Tiger - a stunning example of what's possible in this scale in terms of detail, yet still very easy to build!

Luke: As this is the last interview in this series, would you like to add anything before we sign off for 2012 (looks like the Aztecs were wrong!) and add any random thoughts pertaining to 1:48 scale modeling?

Spencer: *This hobby is in great shape Luke, but I do have concerns. Firstly the number of releases and the number of modellers ready to buy those releases. This is a golden age no doubt, but I don't see a huge number of additional modellers appearing at shows to buy what seems to be an endless deluge of incredible kits that are let's face it, becoming more and more expensive.*

Less modellers, more products, means that there is less and less of the pie to go around and that concerns me and makes one wonder just how long the hobby can sustain itself. The second is what I see as a lack of imagination amongst many military modellers.

Let me explain that. It is true that the Internet, magazines and sundry other organs have allowed the hobbyist an amazing access to techniques that even five years ago would have been unheard of, but it has a downside and that is that I see less and less evidence that modellers are ploughing their own furrow. When I started out you could tell a modellers work a mile off and yet today, many of the models that appear in print or on the web are painted in an almost identical way and are almost indistinguishable from their neighbours.

The release of off-the-shelf products, has forced many to think that they must use them, to be accepted by their peers and that has conversely reduced the number of truly memorable pieces. It seems as though any new technique is jumped on with ferocity, without actually asking if it works and looks good.

Some techniques have revolutionised the way we paint and finish our models in a positive way (hairspray) whereas other have not (modulation).

I would just like to see more modellers being less easily lead and more willing to try out their own individual ideas and create individual pieces that reflect their personalities and artistic demands, rather than those of other modellers up to whom, many look.

Luke: Thanks for your time Spence, good luck for the future and I look forward to seeing more of your inspirational work in print in the near future.

Spencer: *Thanks Luke - it was a pleasure!*

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New colourful decals.

Graham Tetley takes a look at the updated 1:35 scale Italeri Panzer IV Ausf. H kit.

BLAST FROM THE PAST

First seen in the 1970s, Italeri has re-vamped their 1:35 scale with link and length tracks, photo-etched parts, a metal barrel and new decals to bring it more up to date.

Now I must make a comment regarding the packaging so that you, unlike me, don't get your hopes up. The box art appears to show metal tracks on the built-up example, but after having looked closely it appears to be the kit's plastic ones that have been painted silver. So no, you don't get metal tracks in the kit. What you do get is a box full of parts, a metal barrel, and an etched fret with various extra detail parts, plus new instructions and markings for four vehicles are included.

The standard of moulding is generally good with no flash present, although there are ejector pin marks and sink holes in some parts. Detail is average to good and generally well defined and, whilst it lacks the finesse of a Dragon kit, it is not as complicated nor does it contain many tiny parts. As an added bonus you get three figures and four jerry cans as spares, however they are not up to current standards and a little soft in detail.

Starting with the lower hull and running gear, the suspension units are moulded in one piece and moveable. The tracks are link and length with the lengths making the lower run and the spare run on the front glacis. Everything else is individual link, and the tracks come with solid cast guide horns and plain faces with two indentations. There are some ejector pin marks on the inner surfaces but you won't be able to see most of them when completed. A test fit of some links showed a good fit, although I recommend a few passes with a file on the inner surfaces to remove the mould seams.

Turning to the upper hull, this is made from separate sides, top and rear panels. The only let down is the awful MG34 provided for the bow gun, but other than that fit and detail isn't too bad. Detail on the hull is good, however all of the prominent weld seams, countersunk bolt heads and other fine items are missing so you will need to add these in if you wish. For the side fenders, you have the option of sticking with the front & rear hinged flaps in plastic or replacing them with metal. The mount for the spare track, as well as the holder for the spare wheels and strengtheners, also come in etch. The tools provided are a little basic in detail, the jack especially so, so you may want to replace these with Tamiya or Dragon parts for greater definition.

The turret comes as one-piece shell but, like the hull, is missing the weld and fine detail present in other kits. Raised placement lines show you where to fix the hangers for the turret armour but I recommend that you fit the front and back hangers first. Glue the armour to these, then work the rest of it into place before everything sets. A very basic breach is provided, as is the detail on the inside of the turret hatches, but not much can been through openings anyway.

The hull and turret armour skirts are all in plastic. This is rather thick so you may wish to replace it with a thinner equivalent. They have indentations on their inner faces where you attach the U-shaped hangers to fit on the support rail. The mounts for the hanger rails are also rather thick, but the benefit of this is that they are also very sturdy and quick and easy to assemble.

Looking at how the kit scales out its width and height are within acceptable levels, the hull however appears to be about 6 scale inches too long. The turret is dimensionally okay, but I think the turret rear is a little too pointed with the cupola set too far back. It is not too much of a problem if you are bothered by such things and, with the turret armour in place, it is not really noticeable.

To summarise, we have a reasonable Panzer IV that has been updated from its 1970s original. It is an ideal stepping-stone from basic kits to an introduction of working with etch and individual track links. Detail is good for what you pay, the fit is reasonable, and it really does look like what it is supposed to be. ■

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

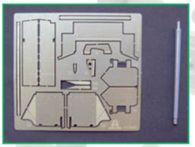
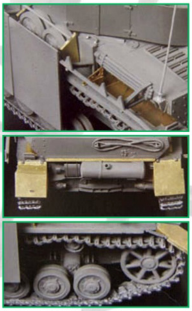
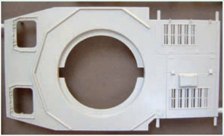


Photo-etched parts and turned metal barrel.

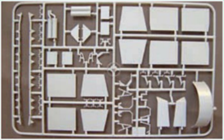


The plastic link and length tracks, painted silver on the box!



The hull top.

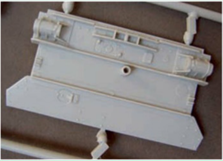
The turret top is plain.



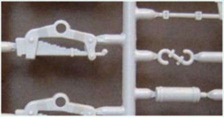
Schurzen is supplied in plastic.

The hangers.

The three figures are a bit of a blast from the past!



Rear hull plate.



One-piece suspension units and the basic jack.

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OQF 40mm Bofors Anti-Aircraft Gun MK.I/III (British Version)
英军 OQF 40毫米防空炮Mk.I/III
BRONCO
Bronco Models
CB35111
1/35 SCALE

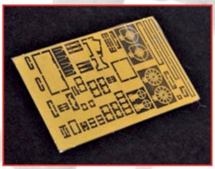
The 1:35 scale Bofors market gets another addition with Bronco's British Mk.I/III version. **Al Bowie** examines this latest entrant.

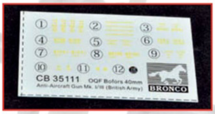
BRITISH BOFORS

I reviewed the first mainstream 1:35 scale Bofors kit from Italeri when it was released in 2007. Since then, Bronco has raised the bar and introduced a highly detailed Canadian Pattern QQF Bofors 40mm with the later Mk 2 Carriage and parts to produce either a Mk.I or Mk.III gun.

Not content to rest on their laurels, Bronco has followed this up with the early pattern riveted carriage Mk I/III, which is a highly detailed and accurate kit. This rounds out the main British Bofors with Italeri offering a different carriage (welded) similar to the US M1 40mm Bofors.

This version of the Bofors may be built as the Mk.I, which is the British version modified for mass production based on examples acquired from Poland in the 1930s and fitted with simple sights. Alternatively, it may be built as the Mk.III which had the unique and effective Stiffkey Lead computing sight introduced in 1943.


The photo-etched fret.



Decals.

Teeny weeny wing nuts.

Bronco's Bofors comprises approximately 322 parts and the typical Bronco PE fret full of miniscule pieces plus one metal spring and a small decal sheet. Detail on the mouldings is crisp and very well done with the styrene being in a sand colour. These parts when combined will produce a QQF Bofors Mk.I or III on a riveted Mk.I carriage with early narrow wheels plus one spare barrel, transit case, two ammo boxes, six clips and 18 empty shell cases. No crew is provided, however Bronco offer an excellent six man crew as a separate set (CB35084)

The clear instructions are in colour with a short history, however some editing may have been beneficial. The sequence is straightforward and Step 1 offers three options regarding the prominent recoil spring. The kit gives you a metal spring, a stunning injection moulded one or a barrel with a spring moulded integrally.

Step 8 has the most complicated PE part in the shape of the ammunition ready rack, which needs to be bent and soldered. In their earlier Bofors kit Bronco offered a Jig (A 38) to bend this however, sadly, this kit does not include it this time. Other options are in the kit and these include:

- Two different patterns of layers seats
- Early pancake sights
- Stiffkey lead computing sight
- Optional gun shields (more appropriate for a later Mk.III gun).
- Deployed or towed carriage

One problem noted by Terry Ashley is that there is a mould defect in the axle mounts that will result in a tilted axle setup. This has been corrected by Bronco and corrected kits will have a "Tooling Revised" sticker on the box. If you have defective one (part B1) you can get a replacement from your supplier of via Bronco by contacting their service email: Bronco@vip.163.com. Bronco was very quick to acknowledge this and offer corrections when Terry Ashley's comprehensive online review identified it and should be commended for this approach.

The decals in the kit are with one exception the stencilling for the ammunition and barrel storage chest. The exception is the small but important elevation gauge which goes on Part A 11 in step 5 although these were not on all guns and many of the guns I have looked at do not have them (particularly Australian pattern guns).

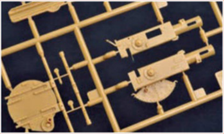
This is a welcome addition to the 1:35 scale family of Bofors 40mm kits. The kit is highly detailed and contains numerous small and fragile parts including a large number of PE parts that limits this kit to the more experienced modeller. It will produce a stunning replica of the real thing and can be modelled deployed for action or in its transport configuration. The addition of ammunition and crates is welcome and I hope that Bronco offer additional sets of ammunition for the diorama builder.

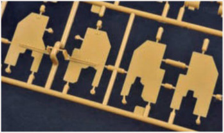
This is definitely not a "shake and bake" project and will require careful and diligent construction however the effort will deliver an excellent kit.

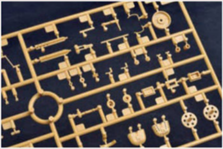
Full marks to Bronco for offering a kit of this significant mark of gun.

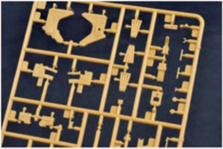
Highly Recommended. ■

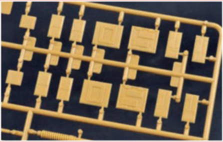
Thanks to BRONCO for the review sample

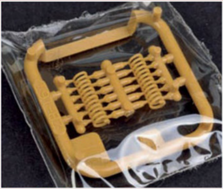

The breech.

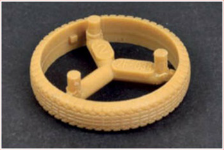

The optional gun shield.


Some smaller parts including alternate styles of seat.


Ammunition clips are included.


Ammo boxes are supplied too.


The amazing injection moulded springs.


Cleverly moulded tyre tread.

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IN NAPOLEON'S TRACKS

The diminutive French Simca 5 trekked from Paris to the outskirts of Moscow under its new German owners. **The Editor** builds Tamiya's brand new 1:35 scale Simca 5 as one of these much-travelled Operation Barbarossa staff cars.

The Simca 5 was a small French passenger car that was designed by Fiat and was almost identical to the famous Fiat 500 Topolino. The Simca 5 debuted on 10 March 1936, three months ahead of its Fiat counterpart.

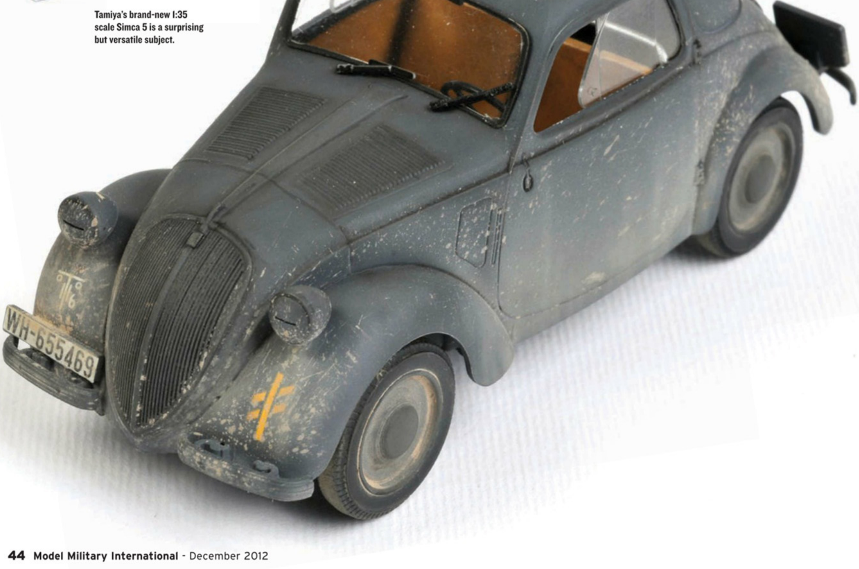
The Simca 5 was conceived as the French car of the people in the same way as the Volkswagen was for Germany and the Fiat 500 for Italy. It boasted many advanced features including independent front suspension, four-wheel hydraulic drum brakes and a 12 volt electrical system. The Simca 5 also enjoyed outstanding fuel economy.

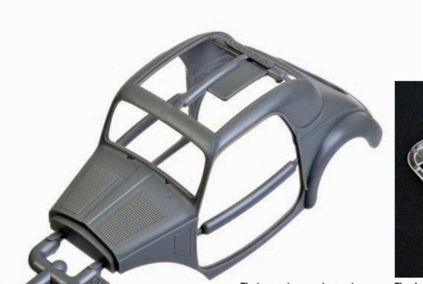
Simca 5s were widely in use by the outbreak of WWII, and the German Army commandeered them in large numbers during the occupation of France. These vehicles were pressed into military service as staff cars for transporting personnel and liaison duties.

Over 46,000 Simca 5s were built by the time production ended in 1946.

SIMCA 5
STAFF CAR
(GERMAN ARMY)
TAMIYA

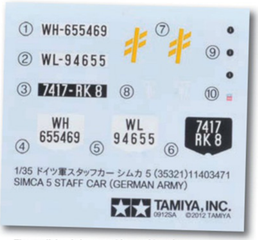
Tamiya's brand-new 1:35 scale Simca 5 is a surprising but versatile subject.





The impressive one-piece main body moulding, complete with open sunroof!

The clear sprue includes optional parts for open or closed side windows, and clear headlight lenses for the civilian marking option.



The small decal sheet provides markings for two captured German options finished in overall Panzer Grey and a French civilian vehicle in Gloss Black.

TAMIYA'S SIMCA 5 IN THE BOX

Tamiya's new 1:35 scale Simca 5 comprises 50 parts in dark grey plastic, seven parts in clear and markings for three cars.

The centrepiece of the kit is the one-piece main body, which incorporates the open roof. This is a lovely piece of moulding. The wheel arches are moulded to the floor of the body.

Moulding quality is as good as we have come to expect from Tamiya with crisply recessed panel lines and convincing radiator and upper bonnet grilles. The raised door hinges and the folded fabric roof look great too. There are a number of ejector pin circles to deal with though, mainly on the underside of the body and in each corner of the inside door panels.

Detail on the inside of the real vehicle was sparse, and the main features have been well reproduced by Tamiya. The pedals are moulded to the floor, while the steering wheel, gear lever, handbrake and rear-view mirror are all separate parts.

The doors are separate and may be posed open or closed. The real car had simple split sliding windows, and Tamiya has approached these by providing two sets of windows – one set moulded open and the other closed. Nice touch.

Chassis and suspension details are delicately done too, but are broken down to ensure that the axles will all line up for the wheels to simultaneously touch the ground. The tyres are suitably thin and the hubcaps are moulded onto the wheels. Tyre tread is present but it is shallow.

The headlights may be modelled with German style blackout covers or civilian clear lenses. The taillights are moulded in grey plastic.

A seated Wehrmacht driver figure is also included.

Three marking options are provided on the small decal sheet:

- 3rd Infantry Division, Eastern Front 1941 finished in overall Panzer Grey
- Luftwaffe Vehicle, date and location unknown, finished in overall Panzer Grey
- Civilian Vehicle, France, WWII, in overall gloss black.

Info Box

For more images of the kit parts on the sprues, you may visit the in-box review on Missing-Lynx http://missing-lynx.com/reviews/german/tamiya35321reviewbg_1.html

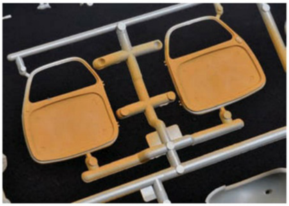
SURPRISE!

It is not that I have been in a modelling slump recently. It is more like a crisis of confidence about painting military vehicles, especially German. I have a growing queue of models that are built and awaiting paint, but I have managed to find all sorts of excuses to move onto something else in the last few months.

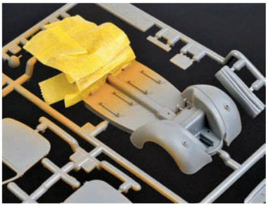
When my Tamiya Simca 5 arrived last week, I was suddenly inspired. The model looked fabulous in the box, and I impulsively decided to build and paint it straight away.

Although I had no Simca reference on my bookshelves, a quick search of the Internet revealed a great photo of an exhausted German NCO sitting on the front mudguard of a very dusty Simca during Operation Barbarossa in 1941. In fact, the markings and number plate of this vehicle were the same as one of the marking options in the kit.

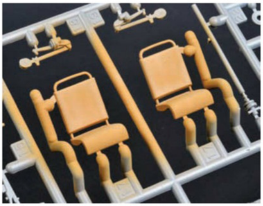
Inspiration was complete. Time for perspiration to begin! ▶



Painting is underway even before the first parts have been cut from the sprue. The base coat is Tamiya XF-59 Desert Yellow with a paler disruptive shade sprayed over the top.

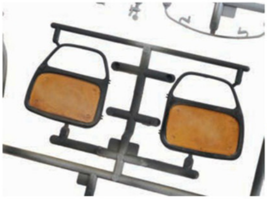


The rear floor and wheel arches were also painted in this tan base colour before being masked off with Tamiya tape.

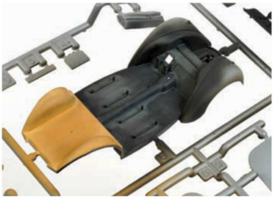


The seats received the same treatment while still on the sprues.

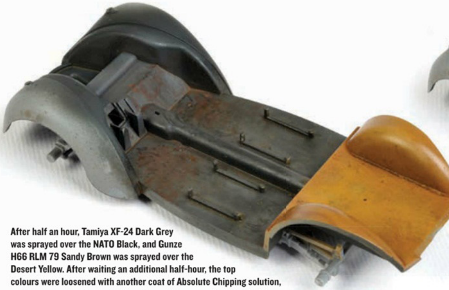
The inner door panels were masked off and the surrounds painted in XF-69 NATO Black.



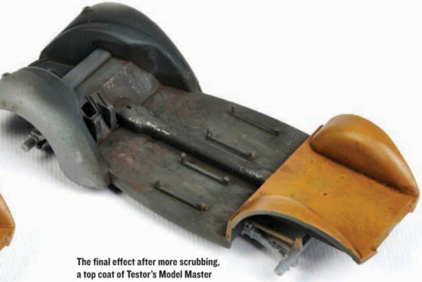
The tan panels have received a brushed coat of SIN Industries' (MIG Production) Brown Filter for Dark Yellow. I was happy enough with the effect, but the wash really emphasised the four recessed ejector pin circles at the corner of each panel. I should have filled these before painting!



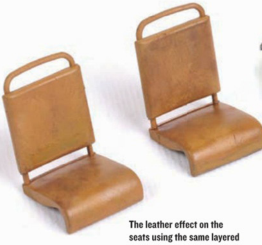
The floor wash brushed with a coat of MIG Productions' Absolute Chipping solution – a substitute for hairspray.
Note how the solution seems to have discoloured the Panzer Grey forward section.



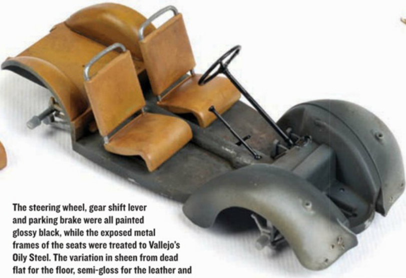
After half an hour, Tamiya XF-24 Dark Grey was sprayed over the NATO Black, and Gunze H66 RLM 79 Sandy Brown was sprayed over the Desert Yellow. After waiting an additional half-hour, the top colours were loosened with another coat of Absolute Chipping solution, and they were brushed and chipped away to leave an irregular finish. Dark Mud pigments have also been rubbed into the foot wells.



The final effect after more scrubbing, a top coat of Testor's Model Master Flat Clear Lacquer and "scratches" added with the tip of a 2B pencil.

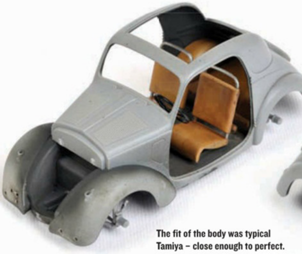


The leather effect on the seats using the same layered technique and MIG's Absolute Chipping solution.



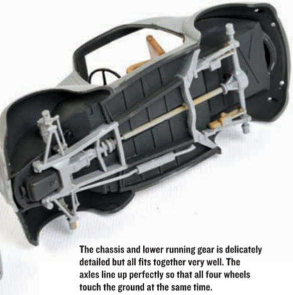
The steering wheel, gear shift lever and parking brake were all painted glossy black, while the exposed metal frames of the seats were treated to Vallejo's Oily Steel. The variation in sheen from dead flat for the floor, semi-gloss for the leather and glossy for the controls adds interest.

Don't forget to drill the holes for the bumper bars and the number plates before fitting the body to the chassis!

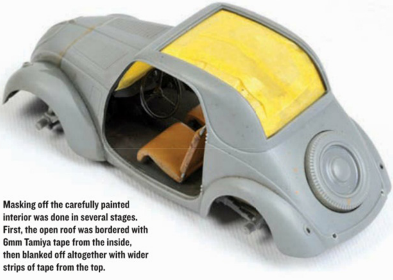


The fit of the body was typical Tamiya – close enough to perfect.

The nose of the car is a separate piece. Thanks to thoughtful planning the join is on a natural panel line so filling is not required. This panel line is quite visible on the real vehicle too.



The chassis and lower running gear is delicately detailed but all fits together very well. The axles line up perfectly so that all four wheels touch the ground at the same time.



Masking off the carefully painted interior was done in several stages. First, the open roof was bordered with 6mm Tamiya tape from the inside, then blanked off altogether with wider strips of tape from the top.

Next, the closed window clear parts were used as a template to cut masks for the side windows. Note that the mask here has been cut slightly oversized so that it will adhere to the inside of the arched window frame.

The window masks in place on the insides of the doors.

EASY-PEASY

As we have come to expect of Tamiya, construction was amazingly fast and easy.

The only thing that I would do differently next time would be to fill and sand the four prominent ejector pin circles at the corner of each inside door panel. They were not too obvious before the doors were painted, but the oil wash really emphasised them. You might also want to fill the circles on the bottom of the car body too, although these could easily be ignored or covered with mud and dirt.

Even before cutting the first part from the sprues, I painted as much of the interior as possible.

Although the interior is pretty sparse, it is highly visible thanks to the open roof, so a bit of time spent on a careful paint job will be well worthwhile.

I used this model as a test bed for a number of techniques. The first of these was a layered, multi-shade finish for the interior grey and leather parts using MIG Productions' new "Absolute Chipping" product. The method is effectively the same as the hairpray chipping technique, but the clear Absolute Chipping solution is brushed or sprayed on as a substitute for the hairspray. The solution may also be used to loosen the top coat of paint before scrubbing or chipping it away.

MIG pigments were also applied to the foot well area of the cabin, followed by a coat of Testor's Flat Clear Lacquer to seal the loose pigments in place. Chipping was added to the high traffic areas of the cabin floor with the tip of a 2B pencil.

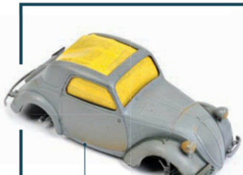
The interior elements were now assembled. The only part that demanded a bit of extra concentration was the base of the steering wheel where it attached to the pinion / steering arm. A fine pair of tweezers was helpful here.

I also noticed too late that the locating pins for the front number plate (Part A3) should not be pushed all the way in. The outer pin should just rest on the locating hole so that the plate is standing proud of the outer edge of the passenger's side mudguard.

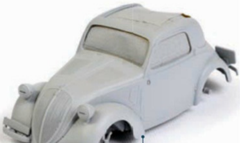
With the large open roof, I decided that I could glue the windscreen and side windows in place after painting and weathering was complete. I therefore needed to mask off the windows and the roof. This was done in several stages. First, before the doors were glued onto the body, the roof opening was masked off with Tamiya tape. I started by applying strips of 6mm tape along the inside border, taking advantage of the access afforded by the large door openings. Wider strips of tape were then added from the outside to close in the roof.

Next, the windscreen opening was masked off from the inside.

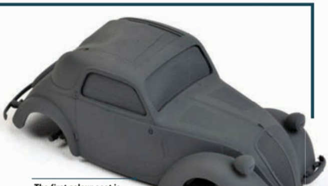
Finally, masks for the driver's and passenger's windows were cut using the kit's closed window parts as templates. The masks were cut slightly oversize to allow them to adhere to the window frames. ▶



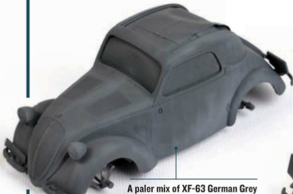
The windscreen was masked, once again from the inside, before gluing the doors in place. At the risk of sounding like a broken record, fit was excellent.



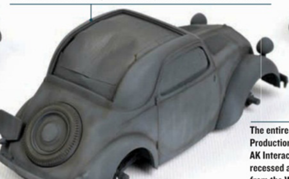
Suitably masked, the model received several thin coats of Tamiya's Grey Primer straight from the spray can.



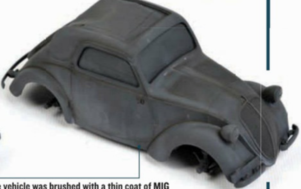
The first colour coat is Tamiya's XF-63 German Grey. Dark, isn't it?



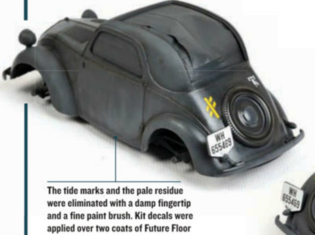
A paler mix of XF-63 German Grey and XF-24 Dark Grey was sprayed onto areas that would be receiving the dust treatment later on, and on some highlight areas on horizontal surfaces.



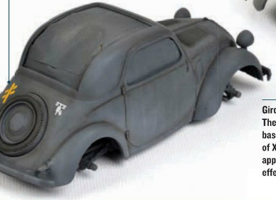
My favourite dark weathering mix of XF-1 Flat Black and XF-64 Red Brown was now sprayed very thinly along major structural features such as the roof line moulding, the mid-body crease and the door outlines.



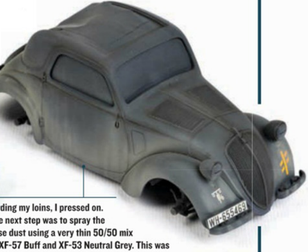
The entire vehicle was brushed with a thin coat of MIG Productions' P418 Warm Grey for Panzer Grey. While still wet, AK Interactive's Dark Brown enamel wash was selectively applied to recessed areas such as the grills on the bonnet. Note the pale tide marks from the Warm Grey Filter still present on the side of the body.



The tide marks and the pale residue were eliminated with a damp fingertip and a fine paint brush. Kit decals were applied over two coats of Future Floor Polish. Solvaset was used to help blend the decals in to the background.

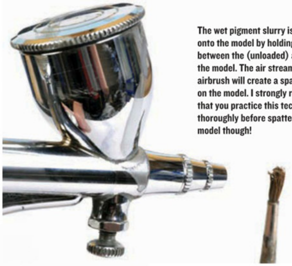


Two coats of Testor's Model Master Flat Clear Lacquer restore the matt finish overall, and tie in the weathering effects. Although I had planned to finish my model very dusty, I was sorely tempted to stop here and leave well enough alone.

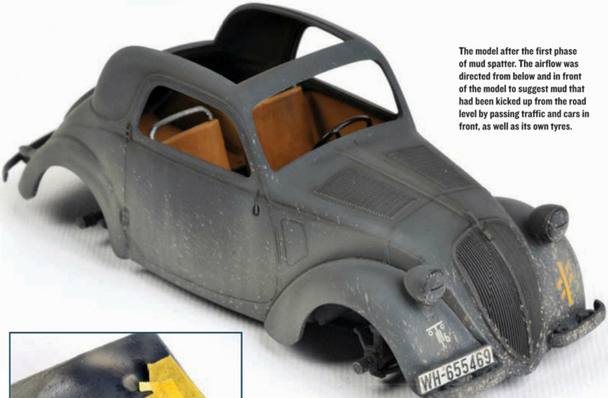


Girding my loins, I pressed on. The next step was to spray the base dust using a very thin 50/50 mix of XF-57 Buff and XF-53 Neutral Grey. This was applied first in very fine streaks, building up the effect gradually, followed by a thin overspray.

Now for the riskiest procedure of all. I mixed up a blend of pigments, mainly Vallejo 73104 Light Siena and water, and loaded up a paintbrush with the slurry. Note that the blend looks very dark when wet, but it will transform dramatically to a much paler shade as it dries.



The wet pigment slurry is blown onto the model by holding the brush between the (unloaded) airbrush and the model. The air stream from the airbrush will create a spatter pattern on the model. I strongly recommend that you practice this technique thoroughly before spattering your model though!



The model after the first phase of mud spatter. The airflow was directed from below and in front of the model to suggest mud that had been kicked up from the road level by passing traffic and cars in front, as well as its own tyres.

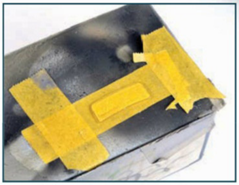
JUST CALL ME DUSTY

Let's face it, Panzer Grey can be pretty boring. However, the dusty finish shown in my reference photo was anything but dull. All I had to do was reproduce it!

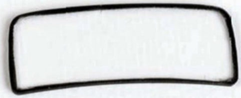
The base colour for the exterior was Tamiya acrylic XF-63 German Grey. This was followed by a paler mix of XF-63 German Grey and XF-24 Dark Grey sprayed onto areas that would be receiving the dust treatment later on, and on some highlight areas on horizontal surfaces.

A heavily thinned mix of XF-1 Flat Black and XF-64 Red Brown was now sprayed along major structural features followed by a thin coat of MIG Productions' P418 Warm Grey for Panzer Grey. While still wet, AK Interactive's Dark Brown enamel wash was selectively applied to recessed features and shadow areas.

Following application of the

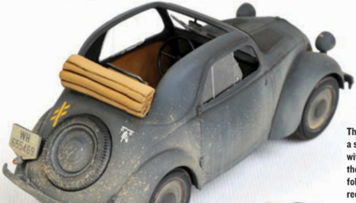


The windscreen was carefully masked to allow the seal to be painted. The masked windscreen has been mounted on a wide section of Tamiya tape to avoid the possibility of overspray on the back of the clear part.

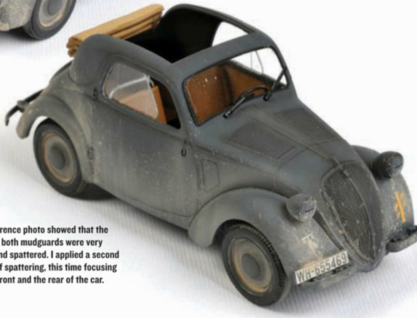


The windscreen seal painted. This clear part fitted so snugly in its frame that no adhesive was required – a real bonus considering the high risk of smearing glue all over this prominent feature.

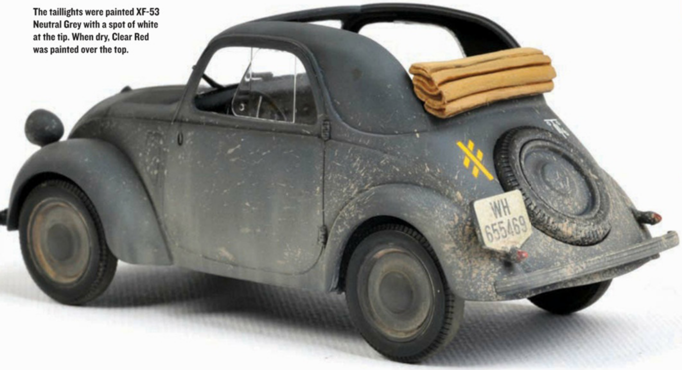
The wheels were coated with the pigment after they were painted. The pale colour of the dried pigment may be seen here. The excess pigment was scrubbed off before the wheels were glued to their axles.



The folded fabric roof is supplied as a single plastic part. This was painted with Tamiya XF-59 Desert Yellow, and then treated to washes and filters, followed by careful painting of the recessed creases and folds.



My reference photo showed that the front of both mudguards were very dusty and spattered. I applied a second round of spattering, this time focusing on the front and the rear of the car.



The taillights were painted XF-53 Neutral Grey with a spot of white at the tip. When dry, Clear Red was painted over the top.

kit decals and a couple of coats of Flat Clear, the base dust was sprayed on using a very thin 50/50 mix of XF-57 Buff and XF-53 Neutral Grey. This was applied first in very fine streaks, building up the effect gradually, followed by a thin overspray.

I next mixed up a blend of pigments, mainly Vallejo 73104 Light Siena and water, and loaded up a paintbrush with the slurry. This was sprayed from a low angle to suggest that the mud spatters was kicked up from the road by vehicles in front and to the side of my Simca.

CONCLUSION

Tamiya continues to surprise us with the occasional unusual subject. Who would have thought that we would ever have a mainstream injection moulded Simca 5 kit in 1:35 scale?

In typical Tamiya fashion, detail is excellent, moulding is impressive and fit is superb. The optional open or closed windows and the choice of headlight covers are very useful too.

Tamiya's 1:35 scale Simca 5 is a lovely little kit that suggests all sorts of opportunities as the centrepiece in a vignette or small diorama. ■

> **"In typical Tamiya fashion, detail is excellent, moulding is impressive and fit is superb..."**

Modelspec

Tamiya 1:35 Simca 5 Staff Car. Kit No. 35321

Tools and Materials Used:

Tamiya Extra Thin Liquid Cement
Revell Contacta Professional Cement
Selley's Supa Glue
Tamiya Masking Tape (various widths)
Tamiya Liquid Surface Primer
Gator's Grip Acrylic Glue
Iwata HP-CH Airbrush
Iwata HP-TR Airbrush

Paints & Finishing Products:

Tamiya Spray Grey Primer
Tamiya Acrylics: X-18 Semi-Gloss Black; X-27 Clear Red; XF-1 Flat Black; XF-2 Flat White; XF-24 Dark Grey; XF-53 Neutral Grey; XF-57 Buff; XF-59 Desert Yellow; XF-63 German Grey; XF-64 Red Brown; XF-67 NATO Green; XF-69 NATO Black; XF-78 Wooden Deck Tan.
Gunze-Sangyo Acrylic - H66 RLM 79 Sandy Brown
Vallejo Model Color - 70865 Oily Steel; 919 Foundation White.
Future Floor Polish
Solvaset
Testor's Model Master Flat Clear Lacquer
Sin Industries Filter - P241 Brown for Dark Yellow; P418 Warm Grey for Panzer Grey
MIG Productions Absolute Chipping
MIG Productions Earth Wash
AK Interactive Enamel Wash - AK 045 Dark Brown
Mig Pigments - P033 Dark Mud
Vallejo Pigments - 73104 Light Sienna
Tamiya Weathering Master - Weathering Pastels Part A
2B Pencil

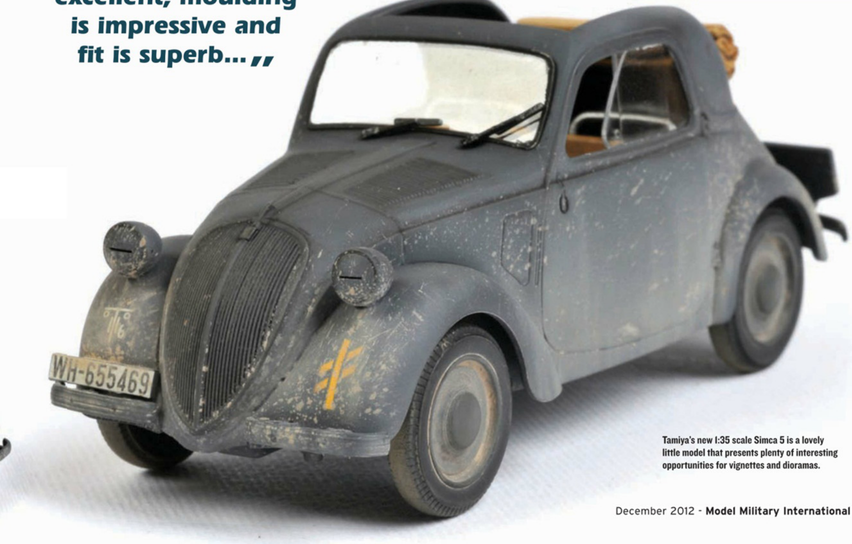
✓ First time offered as a plastic 1:35 scale kit; lovely detail; excellent fit; useful options including open or closed windows and poseable doors.

✗ Sink marks on the inside door panels.

Available from

Thanks to Tamiya for the sample
Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Rating ●●●●●●●●●○



Tamiya's new 1:35 scale Simca 5 is a lovely little model that presents plenty of interesting opportunities for vignettes and dioramas.

Revell
Henschel Typ 33 D 1
1:35
03098

Graham Tetley can't resist building Revell's new 1:35 scale Henschel Typ 33D1 Truck.

HEAVY CARGO

Revell has released a 1:35 scale Henschel Typ 33D1 truck in co-operation with ICM to add to their range. It contains approximately 320 tan-coloured plastic parts on 6 sprues, along with a further sprue containing 10 clear plastic parts for the windows and lights. Moulding throughout is clean and crisp with no flash at all present on my example. It does not have the finesse of a Dragon or Bronco kit, but what we do have is very good.

All of the large parts such as the cargo bed, fenders, bonnet, sidewalls and doors do unfortunately have ejector pin marks on their inner faces. The cargo bed parts are affected the worst – some of these blemishes will be hidden but the rest will have to be filled and sanded. There is no woodgrain texture on these parts so, fortunately, no detail will be lost when you have to deal with the pin marks.

The instructions comprise a healthy 88 steps but they are well drawn and clear to interpret. You start off not surprisingly with the chassis and, as all of this comes as multi-part assembly, care will be needed to get it all straight and true. A Tamiya truck this is not. A nicely detailed engine is provided to go under the bonnet, and the steering and rear wheels can be made poseable.

Turning to the cab, we have some lovely detail here and separate decals are provided for the dial faces. No driver figure is offered, but it should not be too hard to find a suitable one. The cargo bed is large and spacious and, whilst no cargo is provided, a well stocked spares box will undoubtedly fill the void.

Markings are provided for three vehicles, one Afrika Korps, one Luftwaffe unit and one Pioneer battalion vehicle. The decals are clear and in register. Some are actually quite colourful!

Revell class it as Skill Level 5, the highest in their range, and I can see why. This is due to the parts count and instructions. What you get in the box will make into a very detailed kit with care, and as such it comes highly recommended

BUILD NOTES

Having never built an ICM kit before, and seeing as this one looked too tempting, I decided to crack on and let you know how the model went together.

We start with the chassis and, unlike Tamiya, this is a multi-part affair that you have to work at to get straight and true. There are 43 out of the 88 construction steps for this chassis and, although it looks daunting, it is actually quite straightforward. All I would suggest is that you study the instructions, deviate from them where necessary, and take your time.

Most parts have fine mould lines on them that have to be removed, and a few have knock-out blemishes, but it is cleanly moulded and fits together very well. To start with I glued the front and rear-most crossbeams then skipped 20 steps to add the cab floor, the reason being that this acts as a key to get the whole lot straight. Parts that come in halves (the air cylinders, engine block etc.) I set aside to dry before cleanup.

I deviated from the instruction when building the front suspension in that I attached the leaf springs to the chassis first. However, the fiddliest part of construction is the whole rear suspension. The detail is lovely, but you have to take extreme care on gluing the many subassemblies together. I found the way in which that the rear wheels join to the axles is very poor and you would be best to drill and pin them. Two of mine broke and are now held together by superglue and foul language!

The detail in the cab is really good, however the gear sticks are very thin and prone to breakage because they are attached to the runners by thick attachment points. You get spares, so work carefully. I would recommend not attaching the running boards as their attachments (parts E4 & E5) are very fragile. Again, more superglue and bad language!

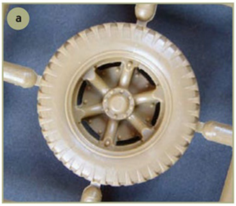
When constructing the bonnet (hood) I wanted to make it so that I could remove the covers to display the engine. You can do it with care by fixing the radiator in place, then the central support part B24, and using the covers (parts B9 & 10) for placement.

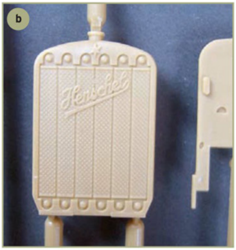
Moving on to the cab we have no problems until we get to the windscreen. It is very fragile and attached to the sprue by multiple runners. Mine snapped. Repaired as best as possible, I skipped a few steps ahead and built the canvas roof to use that as a placement guide before fixing it to the cab. I had to file down the inner contact surfaces of this roof to get it to fit to the cab sides, so please note this for when you build yours. The cargo bed was really simple to construct and worthy of no further comment.

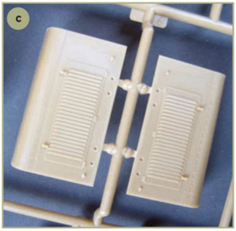
I have to say that it does not have the finesse of a current Dragon or Bronco kit, but in style it reminded me of Italeri's best from the 1970s. If you have ever built one of their Crusaders, or the M32, the M47 Patton or M7 Priest then you will know what I am talking about.

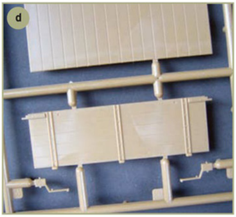
So, all in all, we have a lovely little kit that exceeded my expectations and one that I really enjoyed building. ■

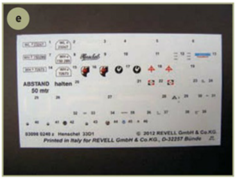
Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu







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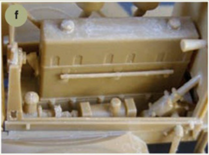
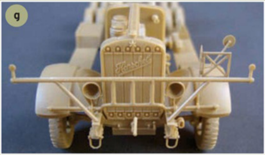
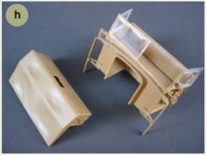
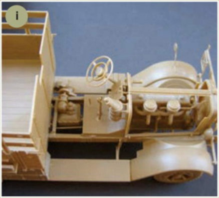
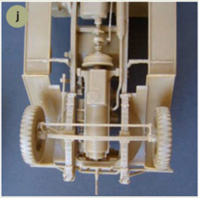
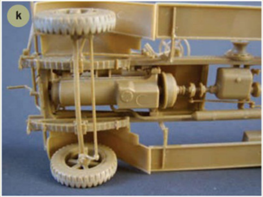


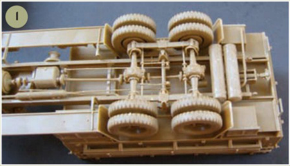


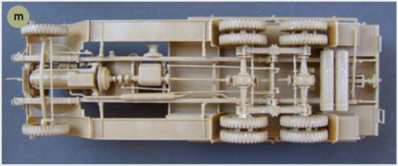


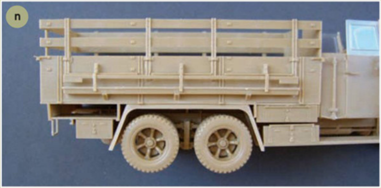


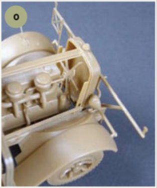


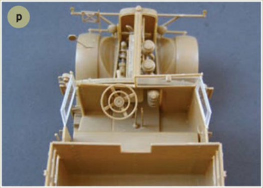


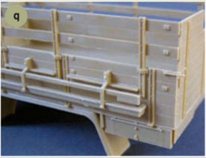


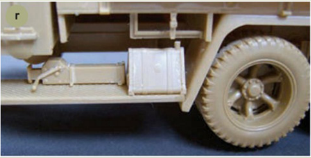


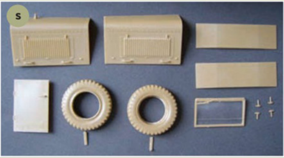


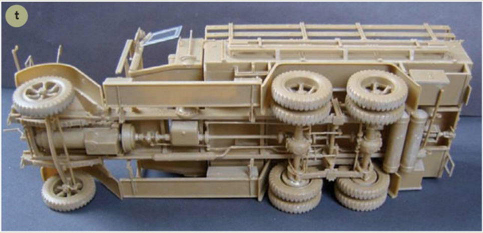


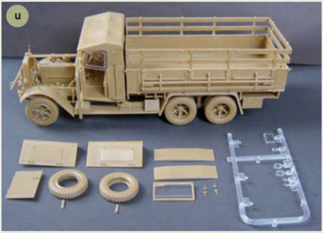












Captions for images.

a. Road wheel detail.
b. The radiator and maker's logo.
c. The bonnet parts, which may be posed open.
d. Cargo wall details.
e. The decal sheet, which incudes some colourful options.
f. The engine in place.
g. You get a Henschel decal to go over the raised lettering.
h. The cab and canvas roof sub-assemblies.
i. The cab area under assembly.
j. The intricate front suspension.
k. Close up of the suspension and engine block.
l. The beautifully detailed rear suspension.
m. ...43 construction steps later!
n. The cargo bed.
o. Close up of the engine, radiator and fan.
p. Top view of the cab.
q. The cargo body.
r. The left side running board and jack.
s. Close up of the parts left separate for painting.
t. The underside.
u. The sub-assemblies joined and separate parts for painting.

Mercedes-Benz 2448 Canvas Truck
No 3876
1:24
ITALERI
MÜLLER
KÖLN
Super Decals Sheet

ITALERI

1:24 SCALE
MERCEDES-BENZ 2448 CANVAS TRUCK
ITEM NUMBER: 3876

The Mercedes-Benz 2448 canvas-sided truck is the latest in a line of 1:24 scale trucks from Italeri.

One of the most popular trucks on the autobahns, the Mercedes-Benz 2448 is produced in several versions, including articulated lorry tractor versions. It is powered by a turbocharged eight-cylinder diesel engine, which produces more than 500 HP, transferring this power to its ten wheels via a 16-speed gearbox.

Italeri's colourful red, yellow and blue liveried version of the Mercedes-Benz 2448 is no less impressive. Measuring in at nearly 40 cm (16") long when built, this kit deserves its 'skill level 5' rating.

You'll need to carefully follow the very clear twelve-page instruction sheet to get the best from this kit. Assembling it you could believe that you are building a full-sized version, as the sequence has you construct the beam chassis, then fit the suspension followed by the engine. The running gear is added next, and finally the cab and canvas freight bodywork. The attention to detail shown by Italeri throughout this kit is superb, and worthy of mention in any review.

Inside the cab there are even decals of the Mercedes logo for the centre of the (left hand drive) steering wheel and the instrument dials. Strangely there's no tartan decal to apply to the seat covers, as is shown on the box artwork though?

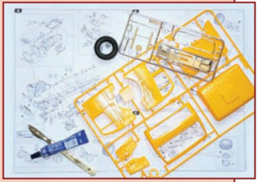
The kit itself is laid out on eleven sprues, each cleanly cast with no flash.

The sprues are coloured in black, dark grey and yellow that should help the final paintwork to really shine through. The chrome sprue shines brightly, and includes the front bumper that is painted red on the box. This is so the silver of the lights can show through when the transparent lenses have been fitted, although it would also provide the option of customising the model.

The eleven rubber tyres supplied with the kit look like a bunch of black grapes hanging from their sprue. These include tyre markings, cast like the originals into the sidewalls.

Italeri has chosen to give modellers the option of where to place their Mercedes-Benz 2448 model by providing on the two sheets of decals the vehicle registration plates for twelve European countries, including those for the UK. These decals show the same high quality manufacture as the rest of this kit.

Even if you usually only build military themed vehicles, the Italeri Mercedes-Benz 2448 kit is worth thinking about. It will provide a worthwhile modelling challenge and be a colourful centrepiece to your collection once built



Highly Recommended.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

Ade Pitman

Willys Jeep with M2 Machine Gun
No 6351
1:24
Decals for 4 versions
ITALERI
20160352
1:24 Special Scale Edition

ITALERI

1:24 SCALE
WWII JEEP WITH M2 MACHINE GUN
ITEM NO.: 6351

Without a doubt, the Willys Jeep was one of the most innovative and successful vehicles of World War II. This has led to it having always been a popular theme for modellers. Despite this, its small size often means that your model Jeep is tiny. This is where the large-scale 1:24 Italeri Willys Jeep with M2 Machine Gun kit shines. At 13.8 cm (5") long, it is large enough to build in masses of detail.

The Jeep came into being during 1940, when it looked likely that the USA would get drawn into the second 'European' war. Realising that they would need a small cross-country vehicle, the US general staff released a requirement to industry to design a light multi-purpose vehicle with all-wheel drive.

Of the 135 companies invited to tender only two companies responded. The American Bantam Car Company and Willys Overland. The Army felt that the Bantam company was too small to supply the number of vehicles it needed, so it supplied the Bantam design to Willys and Ford who were encouraged to make their own changes and modifications. Mass production began in 1941, and by the end of the war around 640,000 Jeeps had been built.

It would take much more space than is available in this short review to discuss where the name 'Jeep' came from, but one of the most popular explanations of the origin of the word, is the theory that the military designation of GP (possibly for General Purpose) was phonetically slurred into the word jeep.

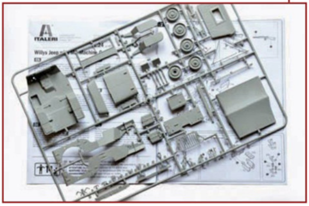
There are of course many other theories, but however it came about one thing is certain. The Jeep became a legend so popular that a good example today will set you back over £20,000.

Thankfully the Italeri version will cost you considerably less.

Looking similar to the company's 1:35 version, as the kit name suggests, this Willys Jeep kit is armed with the .50 Cal 'Ma Deuce' machine gun on a pintle mount. The model also has the optional 'wire cutter post' on the front grill. This gave protection against the strategically placed cheese wire that the retreating German troops often placed at the head height of Jeep drivers.

Also included in the kit are the traditional Jerry Can, which is assembled out of four individually parts, and the shovels and picks that clamp to the vehicle's sides. Both an M1 carbine and M1 Garand are included to either fit in the windscreen mounted weapons mount, or to display loose and modelling putty can easily be formed into the musette bags and webbing items that tended to be hung from the sides of Jeeps, further bringing this model to life.

Injection moulded on three light grey sprues, plus a transparent one for the glass parts, this Italeri kit consists of over 150 parts. The kit is generally clean, although our review version had some light flash on the smaller parts. The instruction sheet details how to assemble the Jeep in ten clear stages and suggests paint schemes for four units based in the ETO.



The 1:24 scale Italeri Jeep with M2 Machine Gun kit provides modellers with an opportunity to portray this iconic military vehicle in a scale large enough on which to add considerable extra detail.

The company also produce the perfect add-on for the canvas sided Mercedes-Benz 2448. A matching canvas sided trailer. (Part number 3880). These are popular additions to the vehicle on European roads, allowing the carrying capacity to be doubled. This addition to your model will add another 27 cm (10") to your model for a truly awesome combination.

Highly Recommended.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

Ade Pitman

FIGURE NOT INCLUDED
1/6 Telescope & Rangefinder
DRAGON

DRAGON
1:6 SCALE
TELESCOPE & RANGEFINDER
ITEM NO.: DN75022

Watch any period documentary of the German Army during the Second World War and you will almost certainly see someone peering through one of the many types of scissors binoculars, (called Scnfernrohr in German), or the equally strange looking tubular artillery range-finding device. These not only magnified the target but helped to estimate their range; information that could then be passed on to the artillery gunners.

Dragon`s 1:6 scale version of the rangefinder and shoulder harness was first seen on their Afrika Korps Artilleryman figure 'Ulrich Schafer' and Luftwaffe Flak-gunner 'Konrad Holzer' way back in 2005.

It seems a strange item for Dragon to produce in kit form, but this is a piece of equipment that will complement any artillery themed 1:6 scale diorama. Artillery being a popular theme for ultra-large scale modellers as the footprint of the diorama is still manageable.

Dragon`s 1:6 scale Telescope & Rangefinder kit consists of four bags of pieces. One bag holds all of the injection moulded grey plastic parts for the rangefinder, while another houses the parts for the scissors binoculars. All of these parts are clean and flash-free, as would be expected of a Dragon kit.

Separated in a polythene bag are all the slings, straps and hooks that are fitted to these devices. The harness is a pre-stitched vinyl assembly that includes all the hooks and eyes needed to attach it to the telescope.

The final poly-bag houses the rubber-like eyepiece for the rangefinder and a rather curious V-shaped part that I still can't identify no matter how much I study the one page instruction sheet. I'm sure its use will become apparent when I come to build the kit!

Once built, these items have a whole host of features so beloved by ultra-large scale modellers, particularly the rangefinder. This is housed on an adjustable tripod which can be folded up like the original, for display either in upright position or stashed away. The clear lenses can be removed and the scissor action of the binoculars is retained, allowing it to be set-up in an infinite number of different positions.

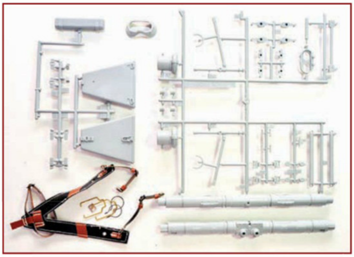
At approaching nearly £20 for the kit, normally it would be more cost effective to locate this item for your diorama through the action figure spares market, but as these items were used on so few figures they are now extremely hard to find.

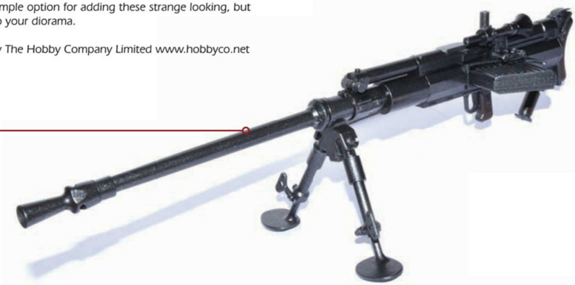
That makes this Dragon kit your only simple option for adding these strange looking, but extensively used pieces of equipment to your diorama.

Highly Recommended.

Dragon kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Ade Pitman





DRAGON
1:6 SCALE
S-18/100 ANTI-TANK RIFLE
ITEM NO.: DN75032

With the emergence of the tank on the battlefield during the First World War the German Army needed a weapon to counter these metal beasts. Initially an upsized single-shot bolt action rifle was used, and during the 1920s the major European nations began developing more efficient anti-tank rifles.

The Swiss arms-making company Solothurn Waffenfabrik AG was one of the companies developing these weapons. In order to circumvent the limitations placed on German military activities by the Versailles Treaty this company was bought by the German arms manufacturer Rheinmetall Borsig AG and used as an off-shore development centre.

Developed during the early 1930s, the 20mm calibre Solothurn S18-100 anti-tank rifle was offered for export sales, and a small number were sold to various European countries. This was despite it being an expensive, complicated and overly heavy weapon.

The S18-100 was a semi-automatic recoil operated weapon that was fed by a horizontal magazine and steadied using a folding bipod under the barrel and an adjustable bipod at the rear of the weapon. The barrel was fitted with a muzzle brake to help to reduce the weapon's heavy recoil.

Although fitted with iron sights, the S18-100 could also be fitted with an optional 2.5X telescopic sight. One of these is fitted to Dragon`s 1:6 scale kit version.

The kit is injection moulded on two flash free sprues in Dragon`s usual light grey plastic.

Assembly of the 30 parts is a simple job using the single page instruction sheet. The parts fit neatly and tightly together, making the easiest way to assemble the kit being to simply snap it together and the use liquid glue to cement the parts using capillary attraction. A point to note here is to fit the muzzle brake after you have fitted the barrel to ensure that the angle of the slot is correct. Learn from my mistake.

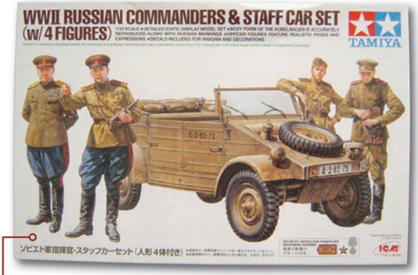
Dragon`s S18-100 gives an indication of just how massive this anti-tank rifle was, being 75mm (3") longer than a .50 cal Browning HMG in the same scale.

The S18-100 kit is supplied with two magazines and three 20mm shells. It also has adjustable front and rear supports and a folding out cocking handle, all of which makes this behemoth of a rifle an interesting addition to any 1:6 scale armoury or diorama.

Highly Recommended.

Dragon kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Ade Pitman



TAMIYA

1:35 SCALE

WWII RUSSIAN COMMANDERS AND STAFF CAR

KIT NO. 25153

Tamiya's latest is a straight re-release of their excellent 1:35 scale Kubelwagen kit with the addition of a set of ICM figures and new decals.

The Kubelwagen is unchanged from kit 35213. In fact, you even get the instruction sheet from that kit included. The instructions are typical Tamiya, in that they are clear, uncluttered, and very easy to follow and make this Kubelwagen excellent straight from the box, plus presenting a simple, easy and accurate build.

A little care is needed in building up the body. I recommend that you fix side panel A11 to the floor pan first, then add the rear part A12, then fix the rest in place. Once that is done, the rest is a breeze.

You get a detailed lower engine (Tamiya sell the full engine as a separate set) and the front and rear suspension system is moulded in one part each. Needless to say, the fit is perfect. You add the rear bumper assembly, seats, dashboard and all external fittings to the completed body. A driver figure is provided, but he is not appropriate if you are building this as depicted as a Russian vehicle.

Turning to the figures, we have one Soviet General and three Officers provided. They come flash-free and with no moulding imperfections at all. The figures are traditionally moulded in that you get the trunk, legs arms and head. Detail is quite good – indeed the facial features are perfectly passable. My favourite is the one with the opened document case!

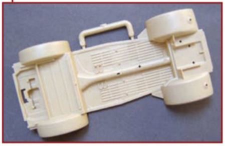
Totally new to this version is a decal sheet that provides registration markings for the captured Russian Kubelwagen as well as decals for the rank badges. These are detailed on the box side, but we have markings for all ranks from Captain to a three-star General, as well as medals representing the Guards Brigade and Order of the Red Star.

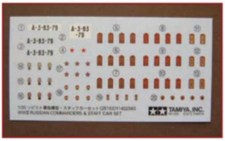
If you want a captured Kubelwagen then this is the kit for you. The addition of the figures – and especially the decals – give this an interesting twist.

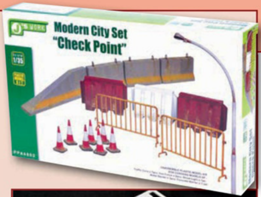
Unreservedly recommended.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

Graham Tetley







J'S WORK

1:35 SCALE

MODERN CITY CHECK POINT

ITEM NO. PPA4002

With the increasing number of modern vehicle and figure set releases recently, J's Work from China has come up with a new range of diorama accessories. One of these is their 1:35 scale Modern City Check Point.

This simple but very useful set provides 43 injection moulded plastic parts making up four concrete barriers, three plastic water barriers, two portable metal fences, one streetlight and seven witches hats (or traffic cones if you prefer).

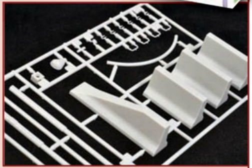
These accessories suggest plenty of interesting painting and weathering possibilities, incuding hire company stencils, billboards and graffiti.

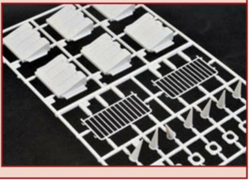
J's Work's 1:35 scale Model City Check Point is a really versatile set that will be useful for vignettes or dioramas in any modern military or civic setting.

Highly Recommended.

J's Work products are available online from Lucky Model www.luckymodel.com

Brett Green





T-136 Individual Track Link Set
SKUNKMODELS

SKUNKMODELS WORKSHOP

1:35 SCALE

T-136 INDIVIDUAL TRACK LINK SET FOR M109A1/A2/A3/A4. ITEM NO. 35001

T-154 INDIVIDUAL TRACK LINK SET FOR M109A6. ITEM NO. 35002

Skunkmodels Workshop has now expanded into the field of military model accessories after having focused on aircraft until now.

Their debut offerings are two sets of replacement tracks for 1:35 scale M109A Self-Propelled Howitzer kits.

Although the label states that these are individual track link sets, they are actually link and length. This will please modellers who dislike cutting off, cleaning up and assembling every single link and end connector on a full set of tracks.

Each set contains ten sprues, with a total of 180 individual track links, 280 end connectors and ten lengths of 22 links each. Depending on your preference, there are just enough individual links to make up two full runs of 78 for each side – with two left over. On the other hand, if you decide to use the straight lengths for the top and bottom runs, you should have enough for two full vehicles.

A basic set of diagrams are provided on the back of each box.

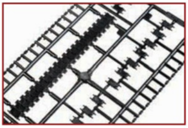
Item No. 35001 is suitable for the earlier versions – M109A1/A2/A3/A4. This appears to be the same set of sprues included in Kinetic's M109A2 kit.

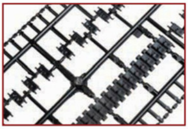
Item No. 35002 is for the M109A6 Paladin. This will be suitable for the Italeri kit.

Recommended.

Skunkmodels Workshop products are available online from Lucky Model www.luckymodel.com

Brett Green





Russian ChTZ S-65 Tractor

TRUMPETER

1:35 SCALE
RUSSIAN CHTZ S-65 TRACTOR
ITEM NO. 05538

The Russian Stalinetz S-65 was a follow on development of the earlier S-60 tractor and was the most common of all the tractors used by the Soviet Army during World War Two.

If someone had suggested to me several years ago that a mainstream plastic model of any tractor would be produced, I would have laughed it off, thinking it madness. Yet here we are today with Trumpeter's excellent 1:35 scale Russian ChTZ S-65 Tractor kit.

The model is presented in the now familiar blue grey box with a first class illustration adoring the box to lid. Nine light grey sprues for the major components and thirteen mid brown for the track units are included. The moulding on all the sprues is first class with no flash in evidence any were.

The instructions include 12 logical build steps and are quite well drawn. The parts count is relatively modest by new kit standards, which will result in a fairly rapid build. The greatest number of parts are for the track link assemblies. These consist of two guide pieces and a very thin track plate. The finished track assembly is quite simply superb with the thin track plate having a very "in scale" appearance. The main part of the tractor is built from a ladder main chassis that has to be glued together from individual components. The location and small size makes this assembly makes this a quite painless build with no tell tale warping. The side engine panel louvres are moulded solid, which is now quite rare of a new mainstream kit, but it does not detract from the kit itself. No engine is included which is a bit of a shame really, as most photos of the vehicle in the field show the side engine panels removed and the engine fully exposed.

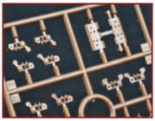
Two colour schemes are offered - one in Russian Green and the other in dark grey.

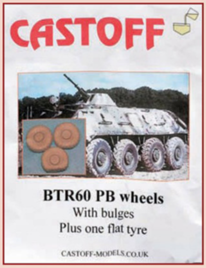
I welcome this kit as it is different and very well done. It scales out accurately against the Tankograd book on the subject and I hope this kit is a success as it may lead to some World War Two bulldozers being produced. Now that would be something, wouldn't it?

Highly Recommended.

Thanks to J.B. Wholesalers for the sample www.jbwholesalers.com.au

Luke Pitt





CASTOFF

1:35 SCALE
BTR60 PB WHEELS PLUS ONE FLAT TYRE
ITEM NO. CR031

Castoff has just released a new set of eight replacement road wheels for Trumpeter's 1:35 scale BTR60PB, plus an additional wheel with a flat tyre.

The replacement wheels are cast in resin as one-piece each, and are subtly bulged. Casting is very high quality, with no pin holes or other imperfections present on my sample set.

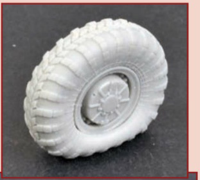
Trumpeter's wheels have vinyl tyres, which are not favoured by many modellers – myself included – so this simple replacement set is a welcome option. The crisp raised detail on the hubs, the sharp tyre tread pattern and the absence of a raised centreline seam all add to the appeal.

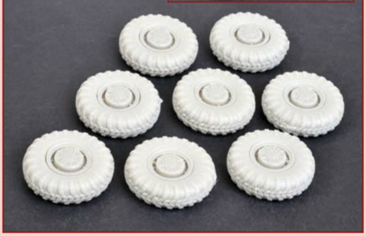
The flat tyre presents some interesting diorama possibilities too.

Highly Recommended.

Cast-Off Models products are available from their website www.castoff-models.co.uk

Brett Green





ICM
New in the Best
SCALE
1:35

MODEL KIT No 35462

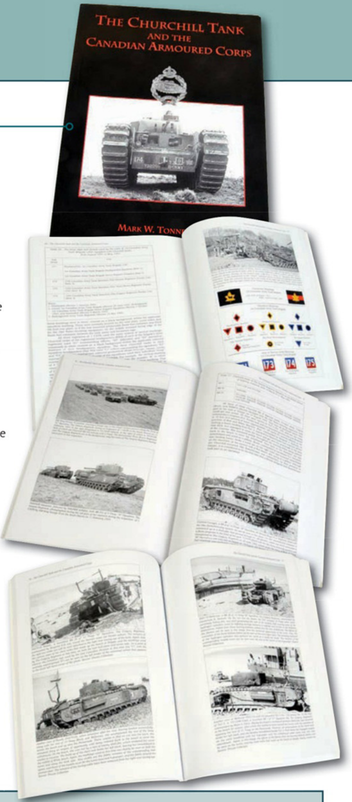
Krupp L3H163 Kfz.72

WWII German Radio Communication Truck

- **This particular kit is the very first attempt by ICM to release a Krupp L3H163 Kfz.72 plastic kit in 1:35 scale into the market**
- **Highly detailed chassis, engine and cabin interior**
- **2 versions decal sheet included**

www.icm.com.ua

Book Reviews



THE CHURCHILL TANK AND THE CANADIAN ARMOURED CORPS

ISBN: NOT QUOTED
SOFT COVER; 126 PAGES B&W PHOTOS
SERVICE PUBLICATIONS

Service Publications is well known for its range of booklets in the Canada Weapons of War series, however they have published a number of more substantial titles such as this one.

This is an expanded version of the Churchill in Canadian Service in that series and incorporates technical data, supporting information and many previously unseen photos in its 126 pages.

The Canadians entered the Second World War with very little in the way of armoured forces and, like the British Army in those early war years, they struggled to refit with modern equipment. One of the modern pieces of equipment was the Churchill Infantry tank, which entered service with the Canadian Army in Britain in mid 1941. This was in place of the planned Canadian Valentine Mk IIIs that were supposed to be issued prior to the 1st Canadian Tank Brigade embarking for the UK. Approximately 393 Mk 1, II, III & IV Churchill tanks went on to serve with the Canadian Army until May 1943 when all remaining tanks were returned to the British Army and Canadian RAM tanks were issued prior to complete re-equipment with M4A4 Shermans. With the exception of the 14th Army Tank (Calgary) Regiment, which used the Churchill during the ill fated Dieppe raid in August 1942, no other Canadian Churchill saw active service.

The book begins with a substantial section on the development and description of the Infantry Tank Mk IV Churchill (A22) This is general in nature and not specifically related to Canadian use. The Author follows this up in a logical fashion with a chapter discussing the tank in Canadian Service from July 1941 – April 1942 in which he discusses the teething problems and development of the Churchill, a part in which the Canadians played a major role as one of the first users. As the tank was developed through its various marks, older vehicles were put through a rework and upgrade program and a chapter is devoted to this. Two more chapters are devoted to various periods of service between May 1942 and May 1943.

The only combat use by the Canadians was during the Dieppe raid and this is covered in detail and well supported by photos. It is supported by a chapter on the Calgary Regiments trials with specialist variants. Rounding out the title are chapters devoted to variants used by Canadians, the Churchill in Canada, markings and surviving examples in Canadian museums. Appendices with specifications of the marks and regimental allocations including T numbers of the brigades are included as well as a detailed listing of the landing craft allocation for the Dieppe raid with T Numbers, tank names, sub units, types and landing craft. A thorough bibliography completes the book.

The book is packed with clear black and white photos of a good size and many tables relating to establishments, vehicle data and general information relating to the Churchill.

The title, whilst devoted to Canadian use, is an essential reference for students of Canadian Armoured Forces and also the Churchill tank itself.

This is an excellent book and modellers will find it particularly useful due to the clear photos and the markings information. I can thoroughly recommend this to the modeller, historian or enthusiast particularly given the quality of the information and the book itself at such a low price.

Highly Recommended.

Review Sample supplied by Service Publications.

Al Bowie

DECALS PRINTED BY CARTOGRAF!
mini TOPCOLORS 29
Pz.Kpfw. VI Tiger
16 PAINTING SCHEMES
FREE DECALS FOR ALL 16 PAINTING SCHEMES IN 3 SCALES!

KAGERO
MINI TOPCOLORS 29 – PZ.KPFW. VI TIGER

ISBN: NOT QUOTED

The latest in Kagero's Mini Topcolors series covers the Tiger tank.

This very handy series provides high quality colour profiles plus wartime photos and a description of the subject vehicles, plus a big decal sheet with markings for all the vehicles in 1:72, 1:48 and 1:35 scales.

In this case, there are 16 vehicles ranging from some early examples used at Kharkov and Kursk, through to mid-war Eastern Front Tigers, and an example from Italy.

There is still plenty of scope for a Tiger Part II!

The decal sheet is beautifully printed by Cartograf, with the markings in perfect register and glossy with minimal carrier film.

With its nice variety of colours and markings, and different sub-types with and without zimmerit, there is plenty of scope for the modeller to expand their Tiger collection based on the options provided in Kagero's latest Mini Topcolors book.

Highly Recommended.

Thanks to Kagero for the sample www.sklep.kagero.pl/lang/en

Brett Green

THE POSTWAR SHERMAN IN CANADIAN SERVICE
Rod Henderson
Sherman M4A2E8

PACIFIC COAST ARTILLERY IN CANADIAN SERVICE
GWL Nicholson

WEAPONS OF WAR SERIES

THE POST WAR SHERMAN IN CANADIAN SERVICE – ROD HENDERSON
PACIFIC COAST ARTILLERY IN CANADIAN SERVICE – GWL NICHOLSON
THE BAILEY BRIDGE IN CANADIAN SERVICE – JOHN SLIZ
THE C 15 TA IN CANADIAN SERVICE – ROGER V LUCY
SERVICE PUBLICATIONS

These are the latest titles in the series joining the growing range of similar releases devoted to Canadian war materiel. These books cram a lot of useful information backed by black and white photographs and scale drawings into their 24 A5 sized pages, and are a great addition to the library whether you are a modeller, historian or enthusiast.

The first title is the Postwar Sherman Tank in Canadian Service, which offers a great background to the late Shermans that were in post-war Canadian service. The Canadian Army was a large user of the Sherman Tank in WWII and selected the Sherman as its first post-war tank. The title is mainly centred on the M4A2 76mm HVVS (Sherman IIIAY), which were purchased from a batch originally intended for the USSR but not delivered due to the end of hostilities in 1945 and surplus to US needs. They were in service with both the regular and militia formations until the mid sixties but were replaced by the Centurion in the early fifties in Regular Service.

The text is extremely informative and covers the background, users and history of the Shermans service with Canadians including a very informative section on the Canadian use of US supplied M4A3 Shermans during the Korean War. The title offers some interesting modelling alternatives to the usual Sherman's schemes and locations.

Following on is an interesting title devoted to ubiquitous Bailey Bridging System as used by the Royal Canadian Engineers. This is an interesting subject not often covered and I found this a great read. It covers the background and inception of the Bailey Bridge and goes on to describe its wartime service and versatility in the hands of the Royal Canadian Engineers. The title is well illustrated and the text is informative and easy to read. This is a great title and highly recommended as it gives the reader an idea of the importance of this equipment rarely touched on. Bridging was essential to the Allied campaigns and it is nice to see the brave men who assembled these often under murderous fire recognised.

The next title covers an unusual subject, being devoted to Canadian Coastal Artillery on the Pacific coast. This covers the major fortifications in existence at the outbreak of WWII and those that were hurriedly added to strengthen Canada's Pacific coast defences. The book covers the actual fortifications, the weapons fitted and supporting ancillaries such as the Fire Control and Searchlights. It lists all of the coastal fortification sites and gives a brief description of each one backed by black and white photos. I found this a fascinating read and it had me looking for more information regarding this neglected subject.

The last title is devoted to the excellent Canadian 15 cwt armoured truck, which was developed by GM Canada and was Canada's first general purpose armoured vehicle. It was developed to a British requirement for a replacement to the US M3A1 Scout Car and used by both the British and Canadian Forces mainly in North West Europe in 1944/45 in a number of roles such as an APC, scout car, Wireless Truck, and Armoured Ambulance etc by Armoured Recce, Signals, Infantry and Engineers. This title is well supported by photos and its release is well timed with a new plastic kit due out any day now. One particular set of photos is a walkaround from all sides of an operational vehicle, which will be of use to the modeller.

These books cram a lot of useful information backed by B&W photographs and line drawings into their 24 A5-sized pages and are a great addition to the library whether you are a modeller, historian or enthusiast. Recommended.

Review Sample supplied by Service Publications.

Al Bowie

THE BAILEY BRIDGE IN CANADIAN SERVICE
John Sliz
Bailey Bridge
C15TA Armoured Truck

TIME WASTERS!

What's the deal with Facebook? What a colossal black hole of time that one is! I mean really, it does waste a lot of time. I have a Facebook account with hundreds of friends and no, I'm not fooling myself thinking I'm a really popular and have hundreds of friends. In reality, the amount of my true friends can be counted on only one hand. I'm not really sure the whole "friend" thing is really all that valid to tell you the truth. Maybe Facebook should start re-naming it "people who have a vague interest in a hobby I'm interested in who want to send me game requests and post pictures of their lunch!"

The Internet is another time waster. How many times have we been stuck - and I do mean stuck - on a forum. It seems we all talk and indeed complain about the same thing. If I come across one more post on (A) Why are kits so expensive, hard to put together or have a fatal flaw or (B) What colour is a good match for whatever or (C) See one more product placement in a construction photograph, I'll scream!

These two endeavours can and do eat into our bench time and as a result we really do less modelling.

A few weeks ago I had a day off and decided I needed to get back to the bench. I was amazed at how time seemed to slip by. I had thought I was there for only a few hours but, in reality I was there for the entire day! I was only aware of how long been their when my wife calling me down to dinner.

As we are getting into the holiday season I would like to wish all our readers a safe and happy time over the break.

Until next time Luke Pitt

TANK WORKSHOP

1:48 SCALE

PANTHER D CONVERSION FOR TAMIYA KIT 32520 PANTHER G

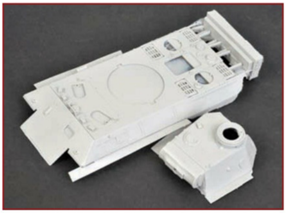
ITEM NO: TWS48102

The parts come packed in a sturdy cardboard box with all of the resin bagged to ensure no missing bits. There are approximate 28 resin pieces as well as a nicely turned aluminium barrel from the RB models range included in this conversion set. The instructions are well laid out over three A4 pages and include black and white photos of the completed conversion as well as additional photos to help identify the parts.

There has been a great deal of thought gone into the supplied instructions with very detailed notes and tips to ensure that using this set is made as easy as possible and this is something other aftermarket resin manufacturers should take note of.

Tank Workshop
TWS 48102
$32.00
www.Tankworkshop.com

The once piece resin cast upper hull appears to have been based on Tamiya kit part and looks to have all the differentiating features of the D upper hull where required. Some of the very noteworthy additional details include the modified driver and radio operators' periscope guards and hull hatches, drivers' glacis vision and machine gun ports as well as revised engine deck features. The rear hull plate also appears to be modified appropriately.



The updated upper turret part is also cast as one piece and has a beautifully rendered drum cupola with a nicely detailed hatch cover and other appropriate backdated details that make this a very nice looking turret. The gun mantlet part will not be movable and will mean the gun barrel will be fixed in one position and this presents no real issue.

The balance of the additional resin parts include driver and radio operators hatch covers, separate front mud guards, exhaust pipes, glacis drivers vision port hatch cover, cylindrical cleaning rod holder and separate fan engine covers

I did a quick test fit of the major resin parts to the target kit and all appear to go together well and as recommended in the instructions dry fitting the parts will ensure you get the best form this conversion set.

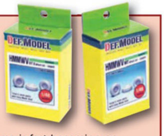
This is a very well cast resin update that will provide a detailed backdated conversion to the base kit.

Highly Recommended.

Thanks to Tank Workshop for the review sample www.tankworkshop.com

Ross Ferro

DEF MODELS



HUMMER WHEEL REPLACEMENT SETS

ITEM NOS. DW0002 & DW0003

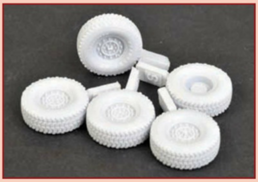
Def Model out of Korea is fast becoming an aftermarket producer of choice for many a modeller. Their range is expanding and it is pleasant to see they have included two new 1:48 scale additions. These two new replacement wheel sets are intended for the 1:48 scale Tamiya kit and are quite simply superb.

Five very well cast wheels are included in each set and all have well defined side wall logos included on each tyre side wall. Each set has a set of paint masks and instructions on their use. The tyres have a slight flat spot where the tyre contacts the road surface. This so-called sagged effect is noteworthy as it is so subtle and very appropriate for a high pressure "run flat" tyre used on the Hummer.

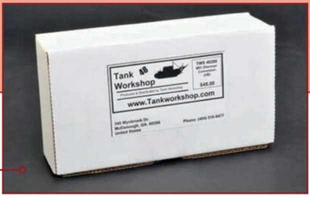
Highly Recommended.

Thanks to Def Model for the review samples www.defmodel.com

Luke Pitt



Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.



TANK WORKSHOP

1:48 SCALE

M51 SHERMAN CONVERSION

ITEM NO. TWS 48200

The Israeli M51 is an extensively modified M4A1 Sherman tank. It is armed with the French 105mm CN F1 main gun, capable of firing HEAT ammunition. In addition to the main gun, Cummins diesel engines and HVSS suspension were fitted. The M51 proved to be a formidable machine, capable of engaging newer Soviet T-54s and T-55s. The M51 is an excellent example of how an obsolete machine can be upgraded and retrofitted to serve way beyond its original capabilities.

The Tank Workshop's 1:48 scale M51 resin conversion is designed to work with the HobbyBoss Korean War Sherman, kit no. 84804.

The conversion comes in a sturdy box, packaged in thick zip-bags that protect the parts well. My sample had no parts broken or cracked.

The conversion contains 70 crisply moulded resin parts, all with small pour blocks that will be simple to remove. In addition to the resin parts, a series of white styrene strips are included to model and detail the tank's fenders. The quality of the moulded parts is first rate, with a perfectly straight main gun, and the hull casting texture especially well reproduced. Also of note are the beautifully moulded, smaller details on the upper hull and turret - exceptional for this scale.

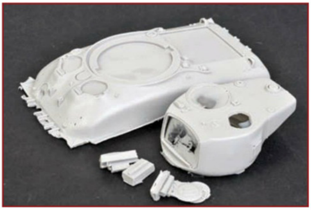
Assembly instructions are provided on a CD Rom, along with a number of in-progress shots of a completed model. The actual instructions themselves contain no exploded views, but are written in PDF format, quite concisely and very easy to follow. The average modeller will have no problem at all assembling this kit.

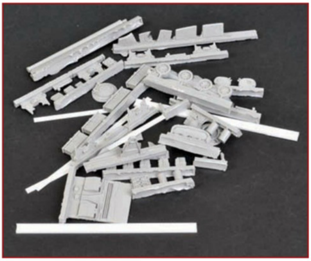
Tank Workshop has produced an admirable M51 conversion that will look excellent once assembled and painted.

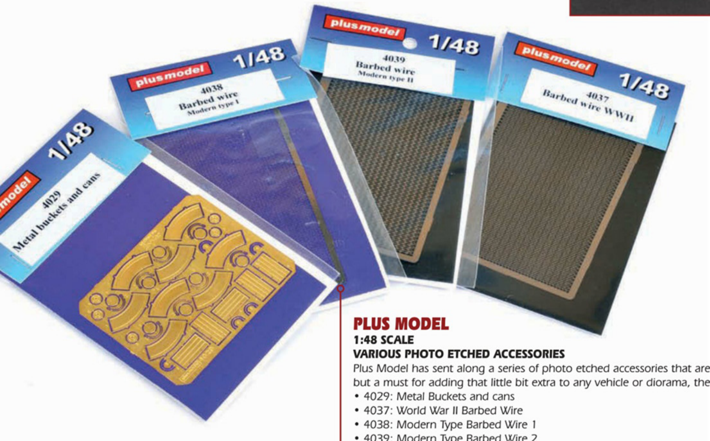
Highly Recommended.

Thanks to Tank Workshop for the review sample www.tankworkshop.com

Adam O'Brien







PLUS MODEL

1:48 SCALE

VARIOUS PHOTO ETCHED ACCESSORIES

Plus Model has sent along a series of photo etched accessories that are not only well done but a must for adding that little bit extra to any vehicle or diorama, the sets include:

- 4029: Metal Buckets and cans
- 4037: World War II Barbed Wire
- 4038: Modern Type Barbed Wire 1
- 4039: Modern Type Barbed Wire 2

All of the sets have that certain finesse that can only be achieved with photo etch. The bucket set for example is very well done and will add that certain something to any vehicle while the barbed wire looks very convincing when cut from the fret and rolled into shape. These four sets are quite good value for money also and are well worth obtaining.

Highly Recommended.

Thanks to Plus Model for the review samples http://www.plusmodel.cz

Luke Pitt

Russian ASU-85 airborne self-propelled gun Mod.1970
1/35 SCALE
102

Luke Pitt examines the contents of Trumpeter's latest 1:35 scale version of the ASU-185 airborne Self-Propelled Gun.

AIR MOBILE – SOVIET STYLE

The Soviet military has always had an interest in self-propelled gun platforms. During World War Two, many types were produced and one of its natural progressions after the war was the Obyekt 573 (produced in 1953).

The follow on from this was the SU-85 produced in 1961. Further updates in 1962 resulted in the ASU-85 with the "A" prefix denoting "Airborne".

This new 1:35 scale kit from Trumpeter is a follow up to their already available example with the addition of the updates for the 1970 version. The most obvious changes are the addition of a machine gun position and more spotlights on the main hull. I have always liked the look of the ASU-85. Its small but busy nature, combined with extreme sloping frontal armour, produce a very attractive looking vehicle to my eye.

The box top has a very attractive illustration by Vincent Wai that really sets the tone for what is included in the box. The model has a fairly small parts count by current standards, with the main number of parts taken up by eleven sprues of individual tracks. The tracks themselves are very fine mouldings but unfortunately are not 100% correct for this type of vehicle. The ASU-85 had a variation of the PT-76 track but with the guide horns hollowed out to save weight. If 100% accuracy is called for, then you will have to drill and carve to shape each individual guide horn as no aftermarket tracks are currently available to address this shortfall.

The rest of the moulding is quite good and covers some eleven sprues with the upper and lower hulls moulded separately. The moulding on the upper and lower hulls is a superb with outstanding attention to detail in evidence.

The detail level on the lower hull, for example, is breathtaking with its unique shaped being moulded to a very high standard. The fit of the upper and lower hulls is good with no gaps in evidence. These two parts quite literally click together.

Moving on to the road wheels (which can make or break a vehicle of this type) and we find that Trumpeter has captured the rib contours quite well. The drive sprockets are of the late type and are moulded to a fair standard. The only other problem, which was inherited for the first release, is the main gun mount. It is slightly incorrect in both shape and form. Accurate Amour produce a replacement, so help is at hand there.

Other details such as the searchlight and spare track are presented well and, more importantly, fit well. A small photo-etched fret is provided and for the most part it is fine. The large screen is a little thick as far as the mesh grid pattern is concerned, while the smaller screen is fine and to scale

A small decal sheet is provided for two Soviet Russian Green examples The instructions are large and easy to follow.

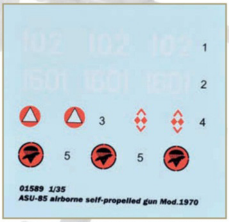
Overall, this is a respectable and honest kit. The kit scales out correctly to available plans and is relatively inexpensive.

This is by far the best plastic 1:35 scale example of this tank available today. The kit is not without its faults but can, if feel are so inclined, be corrected relatively easily.

Recommended. ■

Thanks to JB Wholesalers for the sample www.jbwholesalers.com.au

Trumpeter kits are distributed in the UK by Pocketbond



Markings are supplied for two overall green Soviet vehicles.

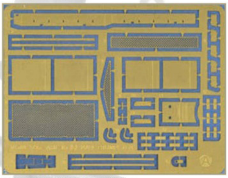
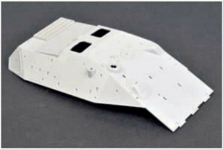
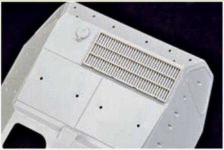


Photo-etched parts are provided.

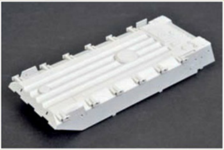
Copper wire for the tow cables.



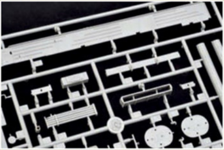
The nice one-part upper hull.



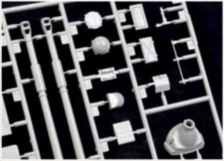
Detail on the hull is well done. Note the grilles moulded in place.



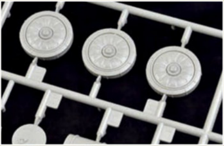
The one-piece lower hull.



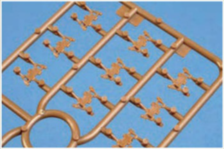
The track guards are moulded as separate parts, effectively boxing in the sponsons.



The two-piece plastic gun barrel and not-quite-correct mount.



The subtle contours of the wheels are well represented in plastic.



Individual track links in Industry Standard Brown!

MODEL KITS FROM AROUND THE WORLD

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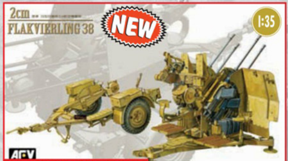
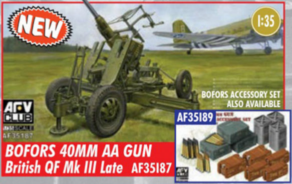
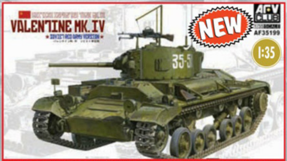

2cm FLAKVIERLING 38
NEW
1:35
AFV

FLAK38 4X2CM AF35149


NEW
1:35
AFV CLUB
AF35187
BOFORS ACCESSORY SET ALSO AVAILABLE
AF35189

BOFORS 40MM AA GUN British QF Mk III Late AF35187


VALENTINE MK.IV
NEW
AFV CLUB
AF35199
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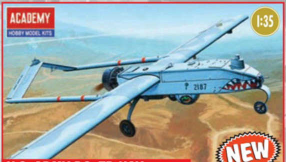
VALENTINE MK IV SOVIET RED ARMY AF35199


ACADEMY
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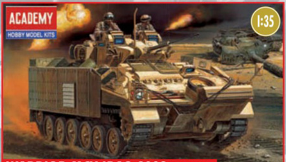
NEW

U.S. ARMY RQ-7B UAV AY12117


ACADEMY
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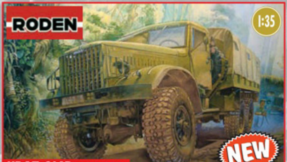
WARRIOR MCV IRAQ 2003 AY13201


RODEN
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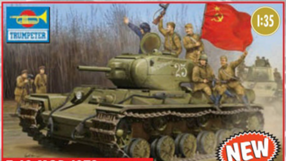
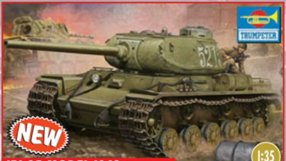
NEW

KRAZ-214B URO-804


TRUMPETER
1:35
NEW

T-62 MOD 1972 TM01556


TRUMPETER
NEW
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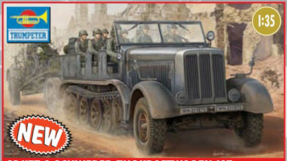
KV-85 MODEL 1943 TM01569


TRUMPETER
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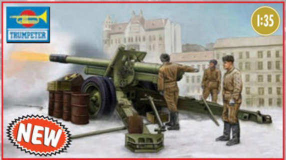
NEW

SDKFZ 8 SCHWERER ZUGKRAFTWAGEN 12T TM01583


TRUMPETER
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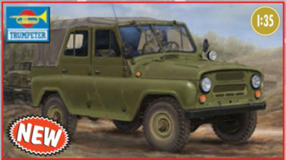
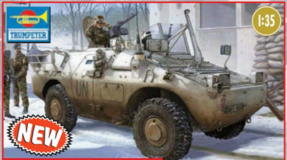
NEW

ML-20 152MM SOVIET HOWITZER MOD 1937 TM02323


TRUMPETER
1:35
NEW

UAZ-469 SOVIET ALL-TERRAIN VEHICLE TM02327


TRUMPETER
1:35
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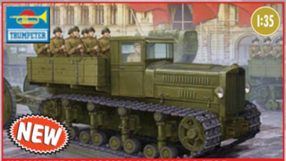
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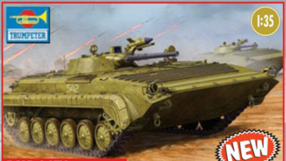
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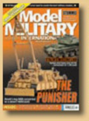

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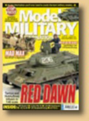

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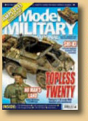

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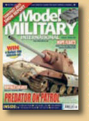

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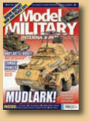

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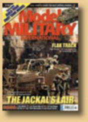

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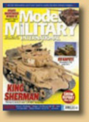

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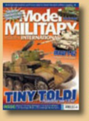

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www.schifferbooks.com

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141730 Russia
office@zvezda.org.ru
www.zvezda.org.ru

■ ***Please mention 'Model Military International' if you make contact with any of the companies listed above - thanks!***

Next Issue

On sale 6th December 2012

SUPER SHERMAN

Chris Wauchop builds and details Tamiya's 1:35 scale M51 Super Sherman.

TORTOISE

Meng Model's new 1:35 scale Tortoise built by Federico Collada; plus reference photos from Andrew Willis.

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

ELEFANT Part Two

It has been delayed for the last few issues, but this time we really should see Part Two of Brett Green's article on Tamiya's brand new 1:35 scale Elefant.

FRENCH FIREPOWER

Bronco's 1:35 scale Hothkiss H39 by Joaquin Garcia Gazquez.

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

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THE BEST LAID PLANS...

On page 65 of every issue of Model Military International magazine we have a section called "Next Issue". Each month we try to give you an idea of what to expect in the following issue of the magazine.

You'd think that I would have a pretty good idea about what was going to layout less than a month after the current issue is finished, but there are some important factors that, especially lately, have rendered the Next Issue page about as reliable as a long-range weather forecast or palm reading.

The most significant of these is new releases.

We will always try to feature important new releases when we are fortunate enough to receive them in time for the next issue, depending on the availability of a modeller and the complexity of the kit. Over the last few months we have had a number of brand new releases that have popped up between issues, including Steve Zaloga's Zrinyi and Toldi kits, Anthony Sheedy's 1:35 scale Meng Merkava 3D and the Tamiya Elefant. We have another example next month too, with Federico Collada putting Meng's big new Tortoise together in record time.

It is exciting to have these and other brand new releases featured in full build articles, but it does mean that previously scheduled articles will occasionally have to be elbowed out of the way.

I like to try to maintain a balance of subject matter in each issue too – something modern, something German, something Allied for example – and this means that there might be more than one scheduled article moved between issues depending on the nature of the new release.

Don't worry though. If you are looking forward to an article that has appeared on the Next Issue page, it will appear – eventually!

In fact, now that the decks have been cleared, I am just about to sit down and continue with the painting and weathering of Tamiya's 1:35 scale Elefant so I can finally publish the second instalment of my short series on this excellent new kit. I have already set aside my fear of figures and painted up an entire crew. All other things being equal, we should be seeing this one in MMI Issue 81! ■

VIKING SUMMER
STUG
FORTRESS

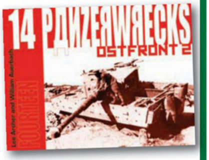
NEWS FROM OLIVER PUBLISHING

Oliver Publishing has announced that as from their next project, Viking Summer: 5.SS-Panzer-Division In Poland 1944, ADH Publishing will be printing and distributing their books worldwide.

We have some sample covers and pages from the next few titles.

Stay tuned for more news about the easiest way to purchase these new titles.

Thanks to Dennis Oliver from Oliver Publishing for the information and images.



LATEST FROM PANZERWRECKS

What does concrete look like on a Sturmgeschütz? What new ways were found to hang 'Schürzen?' Which German unit was I/R capable? Did Lend-Lease extend to the Germans? What weird vehicle did the Germans leave behind at Tehumardi?
The answers to these questions and more will be included in Panzerwrecks 14, Ostfront 2, which is due for release during December.
More details, including page samples and a vehicle listing may be found at:
www.panzerwrecks.com/pw14info.html
For the latest information, updates and corrections please visit Panzerwrecks' blog at: ***http://panzerwrecks.com/wordpress/*** or their Facebook page at:
www.facebook.com/panzerwrecks

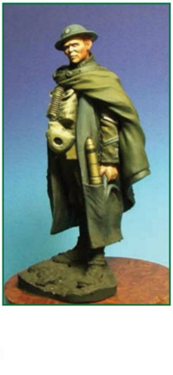
NEW MODEL CELLAR FIGURE

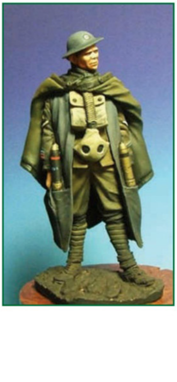
The Model Cellar has announced the release of its first figure in 75mm scale. The figure depicts a WWI Bombardier of the Royal Field Artillery, 15th Division, 1918. Sculpted by Carl Reid, he wears a 'groundsheet' (waterproof cape), with the small box respirator/gas mask on his chest. He is carrying panniers holding 4 rounds (2 in each hand) for the 18-pounder artillery gun. The figure comes with a small base textured to show him slogging through the mud of the Western Front.

Kit Details:

- sculpted by: Carl Reid
- box art painted by: Dave Maddox
- scale: 75mm
- Item number: MC75002
- Retail Price: $39.00 USD

To purchase this new figure, you may visit Model Cellar's website and use and use the shopping cart feature www.modelcellar.com

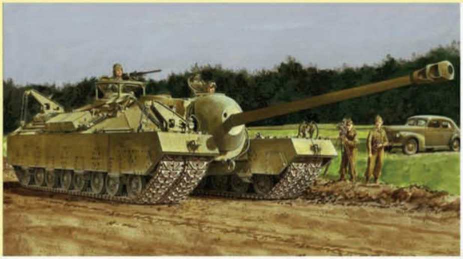


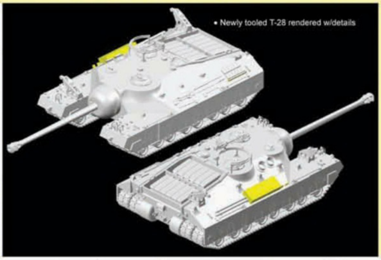


1:35 '39-'45 SERIES

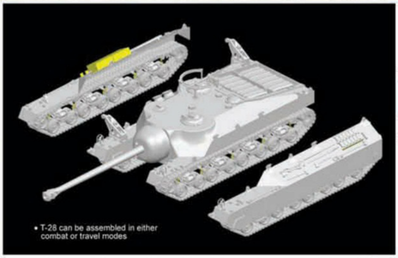
T-28 Super Heavy Tank

Engineered for modeling enjoyment **Plastic parts with enhanced detail** **Unprecedented value** **Ready for immediate assembly!**





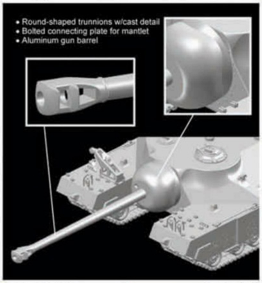
- Newly tooled T-28 rendered w/details



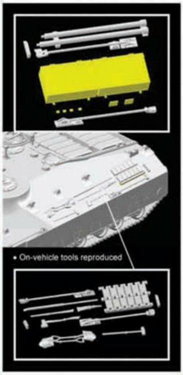
- T-28 can be assembled in either combat or travel modes

- .50-cal machine gun w/pedestal mount on casemate roof

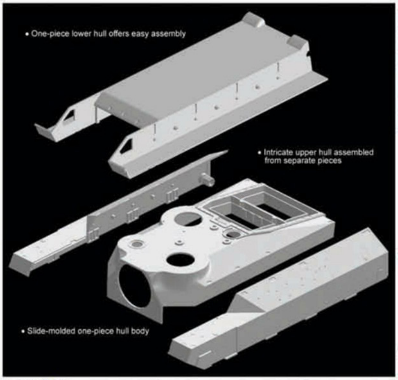
- Cupola hatches can be assembled open/closed



- Round-shaped trunnions w/cast detail
- Bolted connecting plate for mantlet
- Aluminum gun barrel



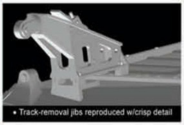
- On-vehicle tools reproduced



- One-piece lower hull offers easy assembly
- Intricate upper hull assembled from separate pieces
- Slide-molded one-piece hull body

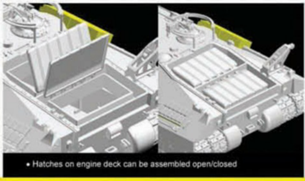
- Delicate cable guides molded on T-28 side

- Intricate storage box provided

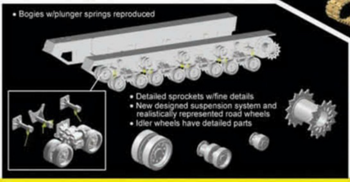


- Track-removal jibs reproduced w/crisp detail

- DS tracks reproduced w/refined detail



- Hatches on engine deck can be assembled open/closed



- Bogies w/plunger springs reproduced
- Detailed sprockets w/fine details
- New designed suspension system and realistically represented road wheels
- Idler wheels have detailed parts

- Horns and protective brackets realistically reproduced

D6750

Dragon Kits are distributed in the UK by The Hobby Company Limited, Knowlhill, Milton Keynes, MK5 8PG

See the full Dragon range at www.hobbyco.net

Dragon models are available from all good model shops

www.hobbyco.net

SEND HER VICTORIOUS

1/48 Scale Matilda Mk.III/IV
British Infantry Tank Mk.IIA*
Item 32572

The Matilda was a British infantry tank which was known for its exploits on the North African front in the early years of WWII. At the time, the Matilda was impervious to any opposing tank or anti-tank gun, and it was respectfully referred to as the "Queen of the Desert" by German and Italian forces. This important tank is now available as an assembly kit in Tamiya's 1/48 Scale Military Miniature Series. From the shape of its hull and turret to the armored skirts which protected its suspension, the distinguishing features of the Matilda have been accurately reproduced in this compact, 127mm long model. The kit also comes with three marking options, including tanks which fought in North Africa. Build this model together with its nemesis, the German 88mm gun, to create a stunning desert diorama.

Hull and turret feature realistic cast metal texture.

Commander torso figure included.

Engine deck is exquisitely detailed.

Weights inside the hull give the model greater heft.

Length: 127mm

Assembly-type tracks feature one-piece straight sections.

MATILDA Mk.III/IV
BRITISH INFANTRY TANK Mk.IIA*

49th Royal Tank Regt., 35th Tank Bgd., England 1942

32nd Tank Bgd., Libya 1941

★Product may vary from images shown.
★Images show assembled and painted model kit.

1/48 MM MILITARY MINIATURE SERIES

Desert Adversaries in 1/48 Scale

Display the Matilda with other models in Tamiya's 1/48 Scale MM Series such as the British Crusader tank and German 88mm FlaK37.

Item 32541

Crusader Mk.I/II British Cruiser Tank Mk.VI

Item 32555

Crusader Mk.III British Cruiser Tank Mk.VI

Item 32529

German Tiger I Initial Production (Africa-Corps)

Item 37009

German 88mm Gun FlaK37 "Siege of Tobruk"

TAMIYA, INC. 3-7 ONDAWARA, SURUGA-KU, SHIZUOKA 422-8610 JAPAN

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